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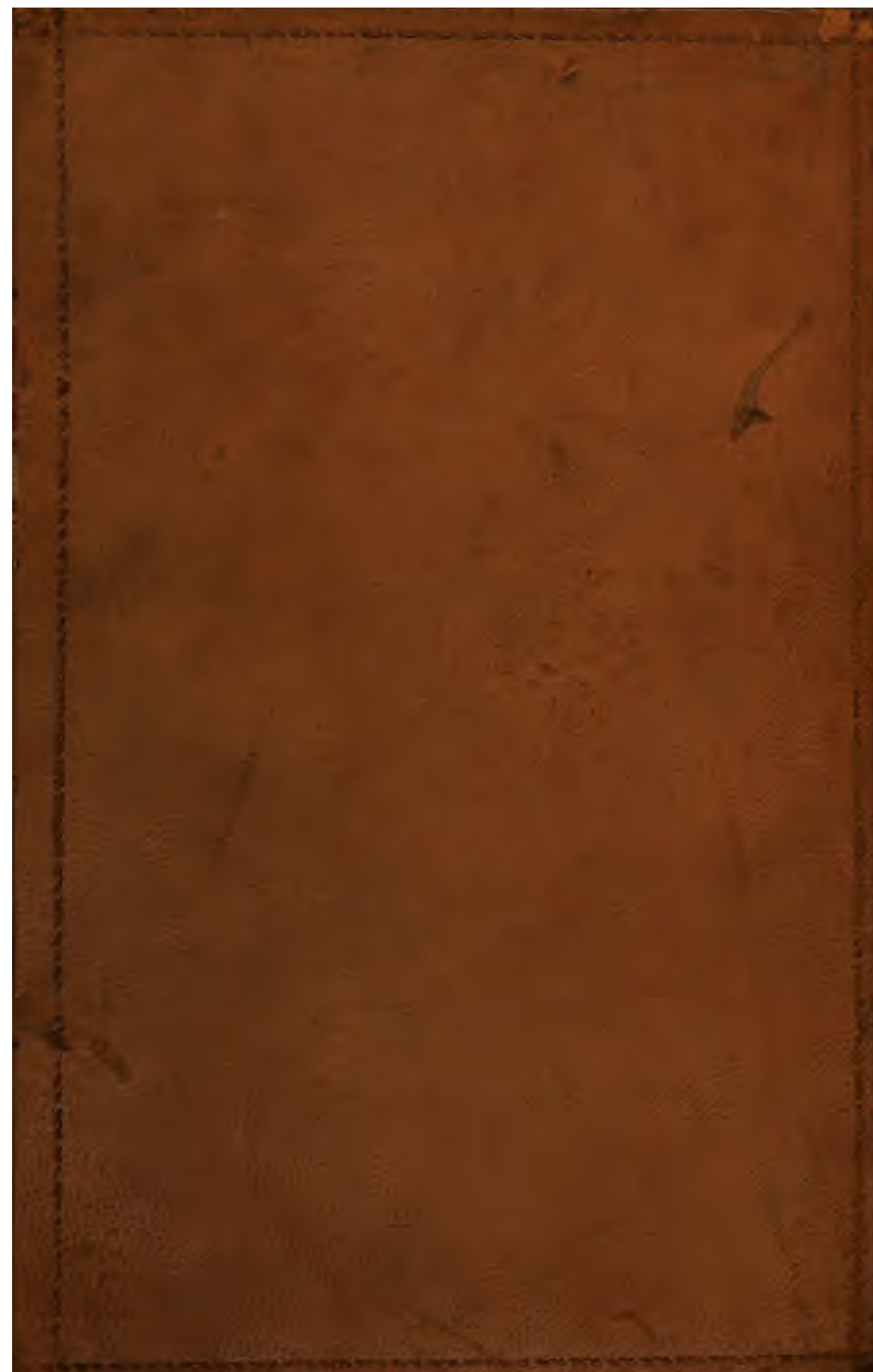
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EXECUTIVE DOCUMENTS

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DURING THE

THIRD SESSION OF THE FORTIETH CONGRESS

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Volume 2.....	No. 1. Interior.
Volume 3.....	No. 1. War: Parts 1 and 2.
Volume 4.....	No. 1. Navy, Postmaster General.
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40TH CONGRESS, } HOUSE OF REPRESENTATIVES. { Ex. Doc.
3d Session. } No. 1.

MESSAGE
OF THE
PRESIDENT OF THE UNITED STATES
AND
ACCOMPANYING DOCUMENTS,
TO THE
TWO HOUSES OF CONGRESS
AT THE
COMMENCEMENT OF THE THIRD SESSION OF THE FORTIETH CONGRESS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1868.



R E P O R T

OF THE

SECRETARY OF THE NAVY.

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
December 7, 1868.

SIR: I respectfully submit the annual report of the Navy Department and of that branch of the public service during the past year.

EXHIBIT OF THE NAVAL FORCE.

The number of vessels in squadron service, as cruisers, storeships, and returning, is 42, carrying 411 guns; a reduction during the year of 14 vessels, carrying 96 guns. The number of vessels of all descriptions in use, as cruisers, storeships, receiving ships, tugs, &c., is 81, carrying 693 guns; a reduction from last year of 22 vessels, carrying 205 guns. The total number of vessels borne upon the navy list is 206, carrying 1,743 guns; a reduction during the year of 32 vessels, carrying 126 guns. The following tables exhibit the present employment and condition of the naval force:

	No.	Guns.
Cruising vessels in squadron service	35	356
Vessels returning from squadrons	3	24
Storeships for squadrons	4	31
Special and lake service	3	19
Apprentice ship	1	11
Practice vessels, and in use at Naval Academy	10	115
Receiving ships	6	92
Quarters for officers at League island and marine barracks, Norfolk	2	27
Tugs at navy yards and stations, powder boats, &c.	17	18
Total in use	81	693
Iron-clad vessels laid up	46	107
Iron-clad vessels not completed	5	18
Steam sloops not completed	15	253
Line-of-battle ships not completed	2	80
Other vessels laid up, repairing, fitting for sea, and for sale.	57	592
Total number of vessels of all descriptions in use, building, repairing, fitting for sea, &c.	206	1,743

The vessels of the navy are classified as follows:

	No.	Guns.
Vessels of the first rate—of 2,400 tons and upwards	35	662
Vessels of the second rate—of 1,200 to 2,400 tons.....	37	483
Vessels of the third rate—of 600 to 1,200 tons.....	76	414
Vessels of the fourth rate—under 600 tons.....	58	184
Total.....	<u>206</u>	<u>1,743</u>

The following table indicates the character of the vessels:

	No.	Guns.
Iron-clad vessels.....	52	129
Screw steamers.....	95	938
Paddle-wheel steamers.....	28	199
Sailing vessels.....	31	477
Total.....	<u>206</u>	<u>1,743</u>

THE SQUADRON.

The organization of the squadrons remains essentially the same as when I made my last annual report. Some changes of commanding officers and of vessels have taken place, and the force of each squadron has, in consequence of the limited number of seamen allowed by the act of 17th of June last, been necessarily reduced.

At the commencement of the rebellion the naval force on foreign stations was recalled to assist in establishing and enforcing the blockade, leaving the commerce and persons of our citizens abroad greatly exposed. On the restoration of peace the Department immediately took measures to re-establish the squadrons which had been broken up, and a course of active cruising was ordered by which the flag, so long withdrawn, might be promptly exhibited in every important port where the commerce of our country had penetrated. This order has been efficiently and satisfactorily carried into effect by the distinguished naval officers selected for service on foreign stations, and at no previous period in our history have the power and prestige of the American navy and name been more honored and respected.

If our commerce and shipping interests have not recovered from the depression consequent upon the war, and are not as expanded as formerly, it is from no inattention or neglect on the part of the navy. Since the squadrons were reorganized, our countrymen and their interests abroad have been as vigilantly guarded and protected on every sea and at every accessible point as at any former period. It has been the purpose of the Department to have one or more of our naval vessels visit annually every commercial port where American capital is employed, and that a man-of-war should not be long absent from the vicinity of every merchant ship that might need assistance or protection.

To accomplish this purpose and meet the requirements of the Depart-

ment, great activity and vigilance were necessary with our limited navy, numbering in men and ships less than one-fourth the effective force of any one of the principal maritime powers. Yet the work has been performed with energy and zeal, and the views of the Department well sustained.

EUROPEAN SQUADRON.

Admiral D. G. Farragut, who was in command of the squadron at the date of my last report, returned to New York in the flag-ship on the 10th of November, leaving the squadron in temporary charge of Commodore A. M. Pennock. The Franklin is to return with Rear-Admiral William Radford, who has been designated to command the squadron, which is composed of the following vessels:

Franklin, (flag-ship) ..	39 guns.	||	Frolic	5 guns.
Ticonderoga	9 guns.	||	Guard, (storeship)	3 guns.
Swatara	10 guns.	||		

The Canandaigua is on her way to the United States from this squadron.

Admiral Farragut has visited during the year Holland, Belgium, England, Scotland, France, Portugal, Spain, Italy, Austria, Prussia, Greece, Turkey, and Morocco. His reception in every place which he has visited was equally flattering with his reception the preceding year in the north of Europe, and cannot be less acceptable to the government and people of the United States. While honoring that distinguished officer, the sovereigns and other high officials of these powers, have availed themselves of the occasion to compliment, in friendly terms, the nation he represents. It is a gratification to remark, while noting the movements of this officer and his squadron, that in no instance has an appeal been made for his interference in any manner to relieve or extend aid to our countrymen scattered along the shores where the flag has been exhibited, nor has any application been made to him to assert and vindicate their rights. Throughout Europe the rights of American citizens are respected, and wherever the flag has been carried by the navy the privileges to which they are entitled and which are guaranteed by treaty stipulations and international law have been asserted and maintained.

He left Lisbon in November, 1867, where the usual courtesies had been exchanged, and where, by invitation, Admiral Farragut, with many of his officers, had been received by the King and Queen of Portugal and Don Fernando, and proceeded along the coasts of Spain, France, and Italy, touching at Gibraltar, Carthage, Port Mahon, Toulon, Villefranche, and Spezia, at each of which places he was the recipient of many courtesies and attentions, civil and naval. On the occasion of an excursion to Madrid, he was cordially welcomed by the Queen and King Consort and other high officials.

At Port Mahon, where he arrived in December, his reception was peculiarly gratifying; each village in Minorca through which he passed was profuse in compliments, and in many instances sent out deputations to

meet him as a descendant of one of their ancient families ; his father having been a native of and emigrant from Ciudadela in that island.

When the Franklin was at Spezia, Admiral Farragut visited Florence, Venice, and Genoa. He dined at Florence with his Majesty Victor Emmanuel, and was entertained by many distinguished officials, both of Italy and other countries, at each of the places named. From Spezia he proceeded to Naples, where he arrived in March.

While on a visit to Rome, Admiral Farragut was received by the prime minister and presented to his Holiness, the Pope. He left Naples April 6th, and touching at Messina and Syracuse, arrived at Malta on the 12th. He was there joined by the Ticonderoga and Frolic, and his departure on the 18th was marked by unusual honors. The squadron was followed to sea by Vice-Admiral Paget, commanding her Britannic Majesty's fleet in the Mediterranean, in his flag-ship, the Caledonia, which passed close alongside, the crews manning the rigging and cheering, and the band playing "Hail Columbia." The other vessels of the fleet passed successively, extending similar courtesies. When all had passed, Admiral Paget hoisted the American flag at the main and fired a salute of 17 guns. These courtesies were acknowledged by the crew of the Franklin who manned the yards; the band played "God save the Queen," and the salute was returned.

Admiral Farragut returned to Lisbon on the 28th of April, and after taking in supplies, proceeded to Holland. He arrived at Flushing in June, where he remained until the 21st. With a number of his officers he visited, on invitation, his Majesty King Leopold, at Brussels, and dined with him. Subsequently his Majesty, accompanied by the Queen and attendants, was received on board the Franklin at Ostend. From Brussels he made a short tour to Liege and Essen, and proceeded from thence to Southampton, where he left the Franklin, and made a tour to the north, passing through London, York, Newcastle, Edinburgh, and Glasgow, and rejoined the Franklin in July. On this tour he received every attention from the authorities of the respective places visited, and inspected the dock-yards and other establishments of interest to naval officers.

On the 10th of July the Franklin was visited officially by the Duke of Edinburgh, captain of her Britannic Majesty's ship Galatea, and on the 12th Admiral Farragut and other officers dined with him, many distinguished persons of England being present. The Prince of Wales and his brother, the Duke of Edinburgh, visited the Franklin on the 14th. On the 17th Admiral Farragut called on her Majesty the Queen, at Osborne House. On the 18th the corporate authorities and others of Southampton visited the Franklin, and on the 19th she sailed from Cowes for Syra, at which place she arrived on the 4th of August.

Here Admiral Farragut transferred his flag to the Frolic and proceeded to Constantinople. The Franklin sailed for Smyrna. He reached the Dardanelles on the 6th of August, and having received a firman from the Sultan, anchored in the Bosphorus, off Constantinople, on the

8th. On the 13th of August, accompanied by a large number of officers of the navy, he was received by his Majesty, the Sultan, Abdul Aziz, in his palace on the Asiatic shore, and on a subsequent day called on the Viceroy of Egypt, then on a visit to Constantinople. The Franklin having been detained several days at the Dardanelles awaiting a firman, anchored off Constantinople on the 21st. Here he was entertained by the Grand Vizier and other officials. He left the Bosphorus on the 29th and anchored in the harbor of Piræus, Greece, on the 31st of August.

At Athens he was presented to the King and Queen, and, upon invitation of the King, was present at the baptism of the young prince, and attended a banquet at the palace. The Franklin was visited by the King, the Grand Duchess Alexandra Josephina, and the Grand Duke Constantine, (mother and brother of the Queen,) with their respective suites; also by the Greek officials and the diplomatic corps.

On the 10th of September he left Piræus, and on the 14th arrived off Trieste, where official calls were exchanged and other courtesies extended. He sailed from Trieste on the 27th; anchored off Gibraltar October 9th, and left for New York on the 18th.

Thus terminated one of the most marked and interesting cruises in naval history, which cannot fail to prove of national benefit, during which extraordinary courtesies and entertainments were everywhere received and reciprocated.

The principal points of the west coast of Africa, as far as St. Paul de Loando and the neighboring groups of islands which lie within the limits of the European squadron, have been visited by the Swatara. She left Lisbon February 5, and returned to that port April 27, having touched at Porto Grande, Porto Praya, Grand Canary, Teneriffe, Madeira, Monrovia, Cape Palmas, El Mina, Fernando Po, Jella Coffee, and St. Thomas. Commander Jeffers reports that the slave trade is entirely suspended.

The vessels of this squadron have, during the year, in addition to the ports mentioned, visited Valencia, Tarragona, Barcelona, Malaga, Leghorn, Palermo, Civita Vecchia, Taranto, Ancona, Venice, Brindisi, Candia, Scio, Marseilles, Havre, Cherbourg, Brest, Bordeaux, Pauillac, Basque Roads, Cadiz, Ferrol, Hamburg, Bremerhaven, Antwerp, Plymouth, and various ports on the Irish coast.

ASIATIC SQUADRON.

Rear-Admiral Henry H. Bell, who was in command of this squadron at the date of my last report, was drowned at Osaka on the 11th of January by the upsetting of a boat in which he was crossing the bar. The command devolved upon Commodore John R. Goldsborough, as senior officer, until the arrival of Rear-Admiral S. C. Rowan, who sailed from New York in the Piscataqua on the 16th of December, and assumed command at Singapore on the 18th of April.

R E P O R T

OF THE

SECRETARY OF THE NAVY.

Courtesies were exchanged with the King, the Crown Prince, the prime minister, and other officials.

In April the *Shenandoah* was sent to Corea to make another attempt to rescue the crew of the schooner *General Sherman*, which had been destroyed by the Coreans some eighteen months previously, it having been stated upon apparently good authority that some of them were still alive and in captivity. From all the information that Commander Febiger could gather, he concluded that none of the crew or passengers of the schooner were living. He succeeded, however, in obtaining a fair survey of the Ping Yang river and its approaches, and in securing other useful data.

The *Aroostook*, Lieutenant-Commander Beardslee, conveyed the consuls for Amoy and Foo-Choo to Formosa, in April, to enable them to visit the various ports on that island coming under their charge. The savages inhabiting the lower part of this island, it will be recollected, murdered the shipwrecked officers and crew of the American bark *Rover*. Satisfied from inquiry that no foreigners were in captivity on the island, Lieutenant Commander Beardslee obtained assurances from the natives of kind treatment to, and restoration of, any persons who may hereafter be shipwrecked upon the island. This arrangement was effected mainly through the instrumentality of General Le Gendre, United States consul at Amoy, who, accompanied by an expedition furnished by order of the captain-general of the Foukien province, visited the island in the fall of 1867, and had an interview with the savage chief and made agreements with him for the future. The consul-general states that, but for the exhibition of the naval power of the United States the previous June, he could have accomplished nothing.

The light-draught steamers *Aroostook*, *Unadilla*, and *Maumee*, which were sent to the Asiatic squadron principally to cruise for the suppression of piracy, were assigned to localities where such crimes had been most frequent, and have been almost constantly engaged in this special duty. It is believed that their presence, with that of the small gunboats of different nationalities, has in great measure suppressed the crime.

Although the squadron has been mainly in Japanese waters, the principal commercial ports in China have been visited and all needed protection given to American interests.

NORTH ATLANTIC SQUADRON.

Rear-Admiral James S. Palmer, who was in command of this squadron at the date of my last report, died of yellow fever, at St. Thomas, on the 7th of December. The flag-ship *Susquehanna* being infected with the disease was, on her return to New York, placed out of commission, and, until the *Contoocook* was ready for sea, the *Wampanoag* was used as a

flag-ship. Rear-Admiral H. K. Hoff hoisted his flag on board the latter vessel on the 22d of February. The squadron is now composed of the—

Contoocook, (flag-ship)...	13 guns.	Yantic.....	5 guns.
Saco	10 guns.	Gettysburg	9 guns.
Penobscot.....	9 guns.	Nipsic.....	6 guns.

The rear-admiral commanding has, in the flag-ship, visited many of the important points within the limits of his command. During the months of May and June he was at St. Thomas, Santa Cruz, Point à Pitre, St. Pierre, La Guayra, Aspinwall, Port au Prince, and Key West. He is now making a second cruise through the West India islands, and at last advices was at Havana. The other vessels of the squadron have been actively employed, and have given assistance to our merchantmen and protection to our citizens whenever needed.

A vessel continues to be constantly stationed at Aspinwall for the protection of our citizens and treasure *in transitu* between that place and Panama. In April, upon application of the agents of the steamship company, a force was landed from the Penobscot to guard the passengers and treasure, the streets being filled with excited and lawless individuals, the police and native troops having been sent to Chiriqui in consequence of the death of the president of the republic. There was no conflict, however, and when the anticipated trouble had passed, the force re-embarked.

The disturbed condition of Hayti has called for more than ordinary attention to American interests on that island. Instructions have, from time to time, been issued to the admiral in command to watch the progress of events, and be prepared at all times to afford necessary protection to our citizens. In pursuance of these directions the Contoocook, De Soto, Shawmut, Saco, Penobscot, Gettysburg, and Nipsic, have, at different times, been in Haytien waters, and some of them have remained there for weeks successively. The naval officers in command have exercised prudence, observed neutrality, and exchanged the customary courtesies with the authorities.

In March last the De Soto, Commodore Boggs, was ordered to Venezuela to co-operate with our minister in securing the release, and indemnity for their detention, of a part of the crew of the American whaling schooner Hannah Grant, who had been captured on the peninsula of Paraguana, and carried as prisoners to Coro. At Curacao Commodore Boggs learned of the release of the crew of the schooner, but he very properly proceeded to La Guayra, and in company with Mr. Stillwell, the United States minister, visited Caracas and had an interview with the vice-president and other authorities of the republic. The Saco, Commander Wilson, took on board at St. Thomas the master of the Hannah Grant, and, after restoring him to his position, at Kingston, proceeded to Venezuela. The question at that stage became one of indemnity, subject to adjustment through other channels. No further occasion for naval action was therefore necessary, and the force was withdrawn.

In June a display of naval force in the gulf was considered necessary in consequence of reports that a hostile expedition against Mexico was concentrating near New Orleans. No occasion for action, however, manifested itself.

SOUTH ATLANTIC SQUADRON.

The South Atlantic squadron, under command of Rear-Admiral Charles H. Davis, is composed of the following vessels:

Guerriere, (flag-ship)...	21 guns.	Wasp	3 guns.
Pawnee.....	11 guns.	Kansas	8 guns.
Quinnebaug.....	6 guns.		

Two vessels were ordered home in consequence of the reduction of the naval force by act of Congress. The Huron arrived at New York in October and the Shamokin is daily expected at Philadelphia.

The continuation of the war between the allied powers and Paraguay has rendered it advisable to keep some portion of the force within as convenient reach as practicable of military operations. Other points, however, within the limits of the command have not been neglected, but our interests have received attention and ample protection. The flag has been shown at Bahia, Rio de Janeiro, St. Catharines, San Carmen, Ithla Grande, Falkland islands, Montevideo, Buenos Ayres, and other points on the coast of South America; at Rosario, Curupaity, Corrientes, and other places on the La Plata, Parana, and Paraguay rivers; and at Cape Town, Little Fish Bay, Benguela, St. Paul de Loando, Ambriz, Kinsambo, Kabend, Malemba, Landano, Black Point Bay, and Mayumba, on the southwest coast of Africa.

The presence of naval vessels has generally been all that was necessary for the security of American citizens and their property; but on two occasions it was deemed advisable to land a part of the force at Montevideo. On the 7th of February, in concert with the commanders of other squadrons, and at the request of Governor Flores, 50 seamen and marines were landed for the protection of foreign residents and the custom-house. On the succeeding day, affairs having quieted, the detachment was withdrawn. On the 19th of the same month another force was landed and remained on shore until the 26th, in consequence of disturbances occasioned by the assassination of General Flores.

Early in the year, at the request of the Secretary of State, the Wasp was despatched to the capital of Paraguay for the purpose of bringing away our minister resident, Mr. Washburn. When she arrived at the seat of war in the Parana river the passage of the vessel through the blockading fleet was refused by the Brazilian authorities, and after waiting some months, and failing to convince them of the right of a neutral man-of-war to ascend the river as far as Asuncion for the purpose stated, that vessel returned to Montevideo. In August the Brazilian authorities withdrew their objection, and the Wasp again ascended the river, which is of difficult navigation, owing to its tortuous course and shifting sand-bars.

Only the smaller class of naval vessels can ascend to Asuncion, on the Parana river, in the interior of South America, 930 miles from Montevideo. On the 10th of September, at Villeta, (below Asuncion,) the Wasp took on board Mr. Washburn and family, and conveyed him to Buenos Ayres. Rear-Admiral Davis, at the date of his latest despatches, was preparing to accompany the newly-accredited minister of the United States, General McMahon, to Paraguay.

The authorities of St. Catharines, of Bahia, and of Uruguay have been respectively received on board the flag-ship, and intercourse with them, and indeed with all the South American states, has been of the most friendly and gratifying character.

NORTH PACIFIC SQUADRON.

On the 6th of August last Rear-Admiral H. K. Thatcher, who had been in command of this squadron for two years, was relieved by Rear-Admiral Thomas T. Craven. The squadron comprises:

Pensacola, (flag-ship)....	20 guns.	Resaca	8 guns.
Mohongo.....	10 guns.	Ossipee.....	6 guns.
Lackawanna.....	7 guns.	Jamestown.....	15 guns.
Saginaw.....	6 guns.	Cyane, (storeship)	18 guns.

These vessels have, during the year, given much of their attention to the west coast of Mexico and the ports in the Gulf of California, where their presence has had a salutary influence. Rear-Admirals Thatcher and Craven have each in his flag-ship visited that portion of the station; and the following places have been visited, some of them repeatedly, by the several vessels: Mazatlan, Guaymas, Acapulco, San Blas, Manzanilla, La Paz, Cinaloa River, Jicabampo, and Boca Macapule.

The commercial ports of the Central American states of Nicaragua, Costa Rica, and San Salvador have been visited by the Saranac, Mohican, and Ossipee. Our flag has been received with manifestations of pleasure by both the authorities and people. They all respect our rights and those of our countrymen residing there.

A vessel of this squadron continues to be stationed at Panama, for the protection of our interests on the isthmus. The Cyane, now there, answers the double purpose of a guard and store vessel, and is able ordinarily to afford ample protection to American interests. In March last there were threatened difficulties which rendered the display of additional force desirable, and the Saranac was accordingly despatched to that point, but, happily, the political disturbance on that occasion passed without any necessity for interference.

In June last Rear-Admiral Thatcher, in the flag-ship, visited the north-western coast, touching at Port Townsend and Esquimault. Several vessels of the squadron have visited the newly-acquired territory of Alaska. The Ossipee conveyed the commissioners from San Francisco to Sitka, and was present and participated in the ceremonies incident to the transfer of the flag. The Resaca and Jamestown, although sent there

primarily for the influence of the cold climate in disinfecting them of yellow fever, afforded such protection to our citizens as was desired. In April last the *Saginaw* was despatched to Alaska, where she remained several months, for the purpose of making explorations and surveys, and of determining the most suitable harbors and anchorages on the coast and in the adjacent islands. The *Suwanee*, under orders for the same point, was wrecked on the 9th of July, by running on a hidden rock in Shadwell passage, while in charge of a coast pilot. The officers and crew succeeded in landing on the nearest beach. Rear-Admiral Hastings, commanding her Majesty's Pacific squadron, and Commander Porcher, of her Majesty's steamer *Sparrowhawk*, were prompt to render valuable assistance on the occasion. The vessel soon broke up, but Rear-Admiral Thatcher, who was at the time at Esquimaux, made the best practicable terms for saving the engines and other articles.

The *Lackawanna*, which had been at the Sandwich Islands more than a year, was in May relieved by the *Mohongo*. Our commercial and whaling interests fully justify the constant presence of one or more of our vessels in that quarter; a fact which will be appreciated when it is known that at one time in November, 1867, forty-two American flags were flying from that number of whaling and merchant vessels in the harbor of Honolulu, while but six flags of all other nations could be seen. In July last, his Majesty the King of the Sandwich Islands, attended by a portion of his cabinet and his personal staff, visited the *Mohongo*, and was received with the honors due to his position.

SOUTH PACIFIC SQUADRON.

Rear-Admiral Thomas Turner succeeded Rear-Admiral Dahlgren in command of this squadron on the 14th of July last. It is composed of the following vessels:

Powhatan, (flag-ship) ..	17 guns.	||	Dacotah	7 guns.
Tuscarora	10 guns.	||	Nyack	6 guns.
Kearsarge	7 guns.	||	Onward	— —

The vessels of this squadron have carried the flag into all the principal commercial ports from Panama to Valparaiso, and have rendered such protection to American interests as was needed. On the night of the 10th of January last, General Prado, ex-president of Peru, and other officers, came alongside the *Nyack* and requested asylum from personal violence, which he apprehended from the revolutionary party. He also requested transportation to Chili. His requests were complied with, and he was safely landed at Valparaiso.

Australia and the various groups of islands in the South Pacific have not been visited, the disturbed condition of political affairs, and disasters from physical convulsions, in South America, having rendered it advisable that the vessels of the squadron should remain on that coast.

Two vessels, the *Wateree* and the *Fredonia*, have been lost by earthquake.

INJURY AND DESTRUCTION OF VESSELS BY EARTHQUAKES.

A violent earthquake which occurred in the harbor of St. Thomas, and in that vicinity, on the afternoon of November 18, 1867, caused the stranding of the United States steamer *Monongahela*; and two other vessels of the squadron barely escaped serious injury. The *De Soto*, in the harbor of St. Thomas, was swept from her moorings by the force of the waves, both chains snapping, and was thrown violently upon the iron piles of a new wharf, but fortunately the next wave carried her again into deep water, and she sustained but little injury. The *Susquehanna*, in the same harbor, succeeded in getting away from her dangerous position without damage.

The *Monongahela*, which at the time was anchored off Frederickstadt, island of St. Croix, was carried by a wave over the warehouses and into one of the streets of the town. She came back with the returning sea and was left on a coral reef at the water's edge. Fortunately, but five of her crew were lost, and no very serious injury was sustained by the ship. As it was deemed practicable to re-launch her, the officers and crew remained by the vessel. On learning the facts, the United States bark *Purveyor* was put in commission at New York, provided with all necessary appliances for launching, and on the 17th of January left for St. Croix, where she arrived on the 31st, and the party, under the supervision of Naval Constructor Davidson, commenced preparations for getting the *Monongahela* afloat. The first attempt failed, but on the 10th of May a successful effort was made. She was safely launched, and left St. Croix on the 13th of June, arrived at New York the 29th, and was put out of commission July 8.

On the 13th of August last, a violent earthquake visited the western coast of South America, by which two of the vessels of the South Pacific squadron were lost to the service. The storeship *Fredonia* had, in consequence of the prevalence of yellow fever at Callao, been moved up to Arica, and was there with the *Wateree* quietly riding at anchor. A short time after the shock of the earthquake was felt the sea receded, leaving the *Fredonia* on the bottom, and a moment after the waters rolled in with such power as to break her to fragments. Twenty-seven officers and men were drowned—three officers who were on shore, and two seamen who were rescued, being all that were saved.

The *Wateree* was thrown ashore and left high and dry about 500 yards from high water mark. She was badly strained, and her position was such that the expense of any attempt to launch her would have exceeded the value of the vessel. Under these circumstances it was deemed for the best interests of the government to sell her, and the necessary directions were accordingly given. But a single man was lost from the vessel—a seaman in charge of the captain's gig, on the beach, who was carried out to sea by the waves.

Rear-Admiral Turner was at Callao, in his flag-ship, the *Powhatan*,

when this calamity occurred, and as a matter of security steamed out of the harbor until the next morning. On learning of the disastrous results of the earthquake at Arica, he proceeded to that point. The Powhatan, on application of the authorities of Peru, was permitted to convey surgeons, nurses, &c., for the relief of the thousands of sufferers at Arica. The commanding officer of the Wateree also furnished such aid as he could to the destitute inhabitants, with provisions from the ship's supply. The senior officer at Valparaiso promptly responded to an application of the Chilean government, by placing the Tuscarora at the service of the authorities to convey provisions and other necessities to the sufferers along the coast.

NAVY YARD FACILITIES.

In the event of a war with any maritime power our battles are to be fought upon the sea and not upon the land—by our fleets, not by our armies. No nation of Europe can transport any considerable military force to our shores, but should it be attempted, they would be met upon the ocean and there arrested by our navy, if it is maintained in a condition at all commensurate with our maritime ability, and such as common prudence admonishes us to have always ready to be put in commission. Our floating bulwarks, not less than our harbor fortifications, should receive attention; for, though peace now prevails, and we hope and expect its continuance, there may be war in the not remote future, for which a wise and prudent government should be always prepared.

We are also admonished by the experience of the past that among contending belligerents the rights of neutrals are not always respected; and the best guarantee against aggression is a timely exhibition of our ability to maintain the honor and rights of the country.

Unfortunate would be our condition should the country be suddenly involved in hostilities with one of the principal maritime powers were we no better prepared than when the late rebellion commenced. Our navy yards and establishments were then wholly inadequate to our wants, and a large portion of the work was consequently executed, often at great disadvantage and with great delay, by private parties. This defect has been but partially remedied, for, notwithstanding our experience, and the improvements which have been made, none of the navy yards possess the area and appliances, nor have they the necessary establishments and machinery for manufacturing engines and armature, nor are we providing from the abundant means which the country possesses the materials that should be collected in anticipation of the national wants.

In none of our navy yards is there more than a single dry-dock, and there are but six in all—three built of stone and three floating docks. In the event of a maritime war this deficiency would be seriously felt—perhaps to a greater extent than any other of our pressing wants—and it is worthy of consideration whether steps should not be taken without delay to place our naval establishments in this respect in a condition

approaching, at least, our relative importance with other naval powers. The dock-yards at Cherbourg and Toulon in France, and at Portsmouth in Great Britain, each contain a greater number of dry-docks than all our yards combined; and some of the other dock-yards of these powers are but slightly inferior to those named. While Great Britain, France, and other maritime powers are increasing their dry-dock facilities, already far greater than ours, we are doing nothing in this direction.

These and kindred subjects have been adverted to in preceding reports, and need not be recapitulated in detail, but could not be wholly omitted.

REDUCTION OF THE FORCE IN NAVY YARDS.

A reduction of the working force in the navy yards was commenced soon after the close of the war, by gradually dismissing the most inefficient and unreliable mechanics and laborers, and retaining only the experts and most faithful hands for continued permanent employment. This arrangement, while it relieved the department of the least profitable employés, secured a body of skilful mechanics on whom the government could always depend, and who would form a nucleus to initiate others in any emergency. Hulls which had been commenced in the navy yards during the war were in progress of construction and yet unfinished at its close, for which engines were building under contracts. To employ a small force of the best mechanics to complete in due time the work on these vessels was considered true economy, and for the best interests of the government in all respects. But the action of Congress has necessitated a further reduction, so that but a remnant of that body of superior mechanics who were employed during the war remains, and they are engaged almost exclusively in the repair and refitment of vessels. These reductions have introduced changes, and suggestions for improvements in other particulars have led to reforms, and a reorganization of the management and government of the several navy yards. Of the large gangs of workmen that were employed in each of the mechanical departments, so few are retained in any of the branches, that masters to supervise the workmen are no longer required, and they have accordingly been gradually dispensed with as the work has diminished. Foremen and quarter-men, who are skilful mechanics, now perform the service which was assigned to masters when the yards were filled with mechanics.

These reforms, and a more correct distribution of navy-yard duties among the several bureaus, which constitutes an essential feature in the reorganization, whereby a more close and rigid accountability prevails, have saved annually many thousand dollars to the government at each of the navy yards.

Congress, by reducing the day's labor of those who work for the government to eight hours instead of ten, has imposed on the department, as a necessity, the employment of a larger number of hands to execute the same amount of work; and if it was intended that the per diem compensation for a working day of ten hours in outside establishments should,

under the statute, fix the rate of wages in navy yards, 20 per cent. is added to the cost of labor.

The estimates for labor for the current year were based on the standard which had always previously been recognized and observed, but Congress, while diminishing the appropriations below the estimates, also lessened the amount of labor to be daily rendered by each individual workman. While, therefore, the department is furnished with less means, it is compelled to employ one-fifth more laborers than in preceding years for the same amount of work.

To preserve and protect the vessels and other property at our navy yards is a duty prompted by economy and dictated by a proper regard for the public interest. Work should not be wholly suspended on the ships which have been commenced and are yet unfinished, but they should be completed, and gradually launched, and brought into service as they may be wanted. If properly protected, they can remain on the stocks for years without injury, after the hulls are finished. Each vessel, when she returns from a cruise, should be at once repaired and placed in an efficient condition. Hulls and engines, after long service in different climates, become worn and injured, and, if neglected, will rapidly decay. It cannot be true economy to withhold appropriations essential for full and thorough repairs, for completing improvements which have been commenced, and for protecting and affording facilities necessary to the good order, proper condition, and efficiency of the navy yards and navy establishments. In some respects the public interest has been made to suffer from neglect or refusal to make sufficient appropriations for the purposes herein indicated, and it is earnestly recommended that such omission be hereafter avoided.

THE NAVAL ACADEMY.

Vice-Admiral Porter continues in charge of the Naval Academy. The high standing of the institution continues to be maintained and the officers yearly added to the service possess the advantage of excellent academic culture with professional discipline. The number of graduates at the close of the last academic year was 79; the number of admissions the present year, 49; total number of midshipmen now at the academy, 286. At the commencement of their practice cruise the current year the midshipmen visited the Military Academy at West Point, where they spent several days in competing exercises and in the interchange of hospitalities. Two of the vessels—the Savannah and Macedonian—then sailed for the Azores, touched at Madeira on their way home, and arrived at Annapolis on the 20th of August. The Dale returned and cruised in Chesapeake bay with the midshipmen who entered in June, and who compose the present fourth class.

Since the passage of the act of March 2, 1865, until the formation of the present class, I have appointed no midshipmen from the States which were excluded from representation; but the admission of repre-

sentatives during the current year, though at a late period, has led to the recommendation and appointment of several midshipmen from those States.

The academy grounds have been enlarged during the year by the purchase of a portion of the farm known as "Strawberry Hill," and a conditional agreement has been made for securing the remainder of this property, should Congress make the necessary appropriation.

NAVAL APPRENTICES.

The act of June 17, 1868, limits the number of persons authorized to be enlisted into the navy, including apprentices and boys, to eight thousand five hundred, and no more. This limitation, which is actually below the maximum which existed prior to the war, has compelled the Department to reduce the number of naval apprentices. A discontinuance of general enlistments was ordered immediately on the passage of the act, and discharges have taken place to such an extent as to require the Department to put one of the school ships out of commission. The necessity for this step is to be regretted, because a policy had been adopted for the future of the navy, which, if properly encouraged and sustained, would have furnished both the naval and commercial marine with a body of mariners of unsurpassed excellence. In preceding reports I have stated very fully the plan and purpose which seemed to be necessary, in order to supply the government and country with seamen to man our ships, and Congress until the present year was understood to have approved the object. Those familiar with the subject are aware that the naval changes which have taken place and are in progress by the introduction of steam, together with the fact of greater inducements to engage in other pursuits, are diminishing the class of man-of-war's men on which we have hitherto depended, and who are fast disappearing.

In point of economy, as well as of efficiency, it is not to be questioned that the apprentice system, well regulated and maintained, would be of immense benefit to the government and country. Commencing their profession in early life, apprentices would receive a thorough nautical education, qualifying them to discharge, at the age of eighteen, all the duties of ordinary seamen, and, disciplined and trained to the performance of their duties, they would become experts, and able to render invaluable service.

I am unable to perceive reasons for including naval apprentices within the established number of persons employed in the naval service, and the effect must necessarily be to limit their number, and check a system so auspiciously commenced, if it does not wholly defeat the great object intended.

SURVEY OF THE NORTH PACIFIC.

In view of the rapidly increasing intercourse between western America and Asia, of the growing commerce of the Pacific States, and of the

important and various interests which are springing up in connection with our recent extensive acquisitions, it is important that a more complete and systematic survey should be made of the North Pacific ocean. The naval vessels on the station continue to perform some useful but necessarily limited and irregular surveys over that extensive and partially explored field, but the period has arrived when something more effective should be done. Our rising States on the Pacific, our increasing intimacy with the islands of that ocean, our growing trade with China and Japan, and the vast and varied interests and plans of commercial enterprise which are opening from the Indian ocean to the islands on the north, demand of us our proper contribution to the cause of navigation and nautical science. In a region where we have such a length of coast line, such large possessions, and such a wonderfully expanding commerce, inviting the enterprise and capital of our citizens, the United States are interested beyond any other power in giving security to the mariners who traverse that ocean.

Attention is especially invited to Brooks or Midway Islands, discovered a few years ago and recently surveyed by order of this department. The charts of the survey represent two islands enclosed in a lagoon, forming a perfectly secure harbor, accessible to vessels drawing less than twenty feet, and affording an abundant supply of pure, fresh water. These islands, which are uninhabited and unoccupied, are situated about midway between California and eastern Asia, on the track of the mail steamships, and furnish the only known refuge for vessels passing directly between the two continents.

It is represented by the naval officers who made the survey, and also by Rear-Admiral Thatcher, lately in command of the North Pacific squadron, that the bar at the entrance of the harbor might be deepened at a very small expense, and a port vastly superior to Honolulu be thus opened to mariners, where a depot might be established for the supply of provisions, water, and fuel to the ocean steam lines, and a refuge afforded to merchant ships navigating that ocean. The importance of taking possession of these islands, and making the proposed improvements, can scarcely be over-estimated and should not be delayed.

IRON-CLADS.

The Department has continued previous arrangements for the custody and preservation of the iron-clad fleet which it has on hand. These vessels can be serviceable only in time of war, and the probabilities are that with a prolonged peace they will, from corrosion and other causes, greatly deteriorate and not unlikely become useless before they will be needed for service. In the mean time their keeping and proper care are attended with considerable annual expense, and at no very distant period a large outlay, almost equal to the construction of new vessels, will be required to put them in sailing and fighting condition.

Since the passage of the joint resolution authorizing their sale but two

have been disposed of—the Catawba and Oneota, of a class of eight vessels similar in all respects—at their appraised value, \$755,000, which has been paid into the general treasury, as directed, and not applied to the purposes of this Department. Exception was taken to this sale and transfer, and Congress, through a committee, ordered an investigation. Delay and embarrassment followed to the annoyance of the foreign government which was indirectly the purchaser, and the effect has been to deter other powers from offering to make purchases, and such of our countrymen as interested themselves to effect sales, as a business operation, have apparently abandoned their efforts.

It has been and still is the opinion of the Department that the true policy of the government is to dispose, if possible, of all the vessels of the classes whose sale has been authorized by Congress. To keep them entails a large annual expense upon the government, and in a few years if unused they will become valueless as vessels-of-war, and will have to be broken up and disposed of as old material. It is worthy of consideration, therefore, whether they should not be sold, if opportunity offers, at less than their present appraisement.

PROMOTION OF OFFICERS.

The act of April 21, 1864, provides that “no line officer upon the active list below the grade of commodore, nor any other naval officer, shall be promoted to a higher grade until his mental, moral, and professional fitness to perform all his duties at sea shall be established to the satisfaction of a board of examining officers, to be appointed by the President of the United States,” and unless he has “been examined by a board of naval surgeons and pronounced physically qualified to perform all his duties at sea.” If not recommended for promotion by both of these boards the act directs that he “shall be placed upon the retired list.”

Under the provisions of this act, young officers in the early stages of their active professional career are in some instances placed on the retired list and thus become pensioners for life, after having received an education at the public expense, without rendering any equivalent service. No discretionary power is conferred on the Secretary or President to permit a second examination, even if the officer shall have subsequently overcome the cause of failure, nor can any relief be granted, for the act is mandatory.

It may well be questioned whether any officer below the grade of lieutenant commander should be placed on the retired list for mental or professional disqualification which is often the result of indolence or incapacity. In the case of an officer sent before a retiring board and who may be found incapacitated for active service, if it be shown that the disability or incompetency does not “result from long and faithful service, from wounds or injury received in the line of duty, from sickness or exposure therein, or from any other incident of service,” the “officer may be retired upon furlough pay, or he shall be wholly retired from the service

with one year's pay, at the discretion of the President." Were this rule made applicable to those officers in the lower grades who may fail to pass their examination for promotion, no injustice would be done, and the government would be relieved from the expense of pensioning for life incompetent and useless officers by wholly retiring them from the service on such failure, or on a second failure, after a reasonable time for another examination.

LEAGUE ISLAND.

On the 17th of April last a proposed form of deed of this property, with accompanying papers, was received from the city of Philadelphia and transmitted to the Attorney General for examination, as required by statute. The investigation of the various titles involved has necessarily been protracted and one or two points suggested by the Attorney General yet remain to be reported upon. It is thought that but a short time will elapse before the title will be perfected and the land become the property of the United States.

SITE ON THE THAMES RIVER FOR NAVAL PURPOSES.

In my last annual report it was stated that a tract of land, having a water front of not less than a mile on the Thames river, near New London, Connecticut, had been selected for transfer to the United States, under the provisions of a clause in the act making appropriations for the naval service, approved March 2, 1867. The deeds of the property were offered to the government by the Governor of Connecticut on the 22d of May, and after examination by the Attorney General, as provided by law, were formally accepted on the 27th of June, 1868.

The act directing its acceptance provides that the property shall "be held by the United States for naval purposes," and good faith requires that action should be taken looking to its occupancy by some branch of the service. An appropriation will be needed for enclosing the land and for the care and preservation of the buildings. Soon after its acceptance Commodore T. A. Hunt was directed to take charge of the property and see that no depredations were made upon it, but for want of an appropriation nothing further has been attempted.

TIMBER LANDS.

In my annual report in 1866 attention was invited to the condition of the lands which had been set apart by the government in certain States of the south, for "the sole purpose of supplying timber for the navy of the United States." A number of agents were for many years appointed, with considerable salaries and contingent expenses, to superintend these reservations and protect them from depredation; but while payment was promptly made for their supposed services, payment was also made for all timber used by the navy. It is not known that any live oak was ever

procured for the navy from these reservations, which are located in Georgia, Mississippi, Florida, and Louisiana.

The agencies were discontinued during the rebellion, and since the restoration of peace no appropriations have been made to revive or continue them. A suggestion was made in a former report whether it would not be best for the Land Office to resume possession of these lands and put them in the market for sale. Should this not be done, an appropriation would seem to be advisable, to pay such agents as may be appointed to protect these lands against trespassers.

PENSION LAWS.

The second section of "An act relating to pensions," passed at the last session of Congress, provides "that no person shall be entitled to a pension by reason of wounds received or disease contracted in the service of the United States subsequently to the passage of this act, unless the person who was wounded or contracted the disease was in the line of duty;" and, "if in the naval service, was at the time borne on the books of some ship or other vessel of the United States, at sea or in harbor, actually in commission, or was on his way, by direction of competent authority, to the United States, or to some other vessel or naval station." Some of the most hazardous duty in which naval officers are called upon to engage is discharged at shore stations, and when their names are not borne upon the books of a vessel actually in commission. It is manifestly unjust to deprive the family of an officer or seaman who may lose his life while engaged in proving a gun, or firing a salute, or "in the line of duty" in any other way, of the small pension heretofore allowed in such cases, because his name happens to be borne upon the books of the station instead of a vessel in the harbor actually in commission. Within the past month an officer who had been 42 years in the service, has died of disease "contracted in the line of duty" on shore, and under the provisions of this act his family are deprived of a pension. It is recommended that the law be amended in this particular.

NAVAL PENSIONS.

The naval pension roll on the 1st of November, 1868, was as follows:

1,175 invalids, annually receiving.....	\$92,674 19
1,515 widows and children, receiving.....	247,152 00
36 invalids, under act March 2, 1867, receiving	4,466 00
<hr/>	
2,726 persons, receiving a total amount of.....	347,031 19
<hr/>	

There has been during the year an increase on the pension list of 248 persons, calling for \$27,202 96.

PRIZES AND PENSION FUND.

In my annual report for 1865, the proceeds of the sale of prizes captured during the war and adjudicated prior to the 1st of November of

that year were given. Since that date most of the cases then in court have been determined, and upon the 1st of November of the present year the gross proceeds of such sales, as far as returned, amounted to \$24,875,344 91; expenses as far as returned \$1,828,000 86; net proceeds \$23,629,627 57.

During the year the naval pension fund has been increased \$1,000,000, making a total at the present time of \$14,000,000.

The act of April 23, 1800, provided "that all moneys accruing or which have already accrued to the United States from the sale of prizes, shall be and remain forever a fund for the payment of pensions and half-pay, should the same be hereafter granted to the officers and seamen who may be entitled to receive the same." In the revision of the prize law in 1862, when the country was engaged in war, this provision was re-enacted, and subsequently, upon the recommendation of this Department, the Secretary of the Navy, as trustee of the fund, was authorized to invest it in registered securities of the United States, which was done, at the same rate of interest the government was paying to other creditors, viz., six per cent. in gold. The statute also provides that if the income of the fund is more than sufficient for the payment of pensions, "the surplus shall be applied to the making of further provision for the comfort of the disabled officers, seamen, and marines."

In making this my annual report, and stating the condition of the fund, I have considered it my duty as trustee to present the foregoing extracts from the statutes pledging the public faith that the money arising from the sale of prizes shall be and forever remain a fund for the payment of naval pensions and for the investment in registered bonds bearing interest in gold. It is difficult to reconcile the act of July last, which reduces the interest to three per cent. in currency, with the pledged faith previously given, which involves the national honor. Had this loan been made to States or individuals on the terms specified, the contract would have been literally fulfilled. This fund belongs unquestionably to the officers, seamen, and marines of the navy, who by their courage, activity, and enterprise, stimulated by the pledged faith of the government, captured the prizes from the avails of which the fund is derived. The income at the reduced rate of interest—less than is paid by the government for any other loan, and payable in what is called "lawful money" instead of coin, which is always lawful, and which was originally specified when the loan was made—may be sufficient to meet the necessary disbursements for the pensions at the rates now established. But had not the income been reduced over fifty per cent. by the act of July last, the rate of naval pensions might be increased, and I should have felt it a duty to renew my recommendation for a revision of the naval pension laws for that purpose at the present session of Congress.

I cannot in justice to the distinguished naval officers who have rendered invaluable service to the country, and by their gallantry contributed

largely to this fund, omit again calling attention to the fact that the present pension laws make no provision for pensions to the families of the admiral, vice-admiral, rear-admirals, commodores, and other grades of the line and staff, and again urging that suitable provision be made in each of these cases.

EXPENSES AND ESTIMATES.

The available resources for the fiscal year ending June 30, 1868, were.....	\$103,465,754 69
By request of the Navy Department there was carried to the surplus fund of the treasury, on the 30th September, 1867.....	65,000,000 00
Leaving subject to draft.....	38,465,754 69
There remained in the treasury, on the 30th June, 1868.....	18,345,360 07
Showing an expenditure during the fiscal year of.....	20,120,394 62

The resources for the current fiscal year are as follows :

Balance in the treasury	\$18,345,360 07
Appropriations, act June 17, 1868	17,356,350 00
	35,701,710 07
There has been designated to be carried to the surplus fund	1,129,694 95
Leaving unexpended and available for the current fiscal year.....	34,572,015 12

The estimates for the fiscal year ending June 30, 1870, are as follows :

Pay of officers and seamen of the navy.....	\$7,389,726 67
Repairs of buildings, docks, and incidental expenses in navy yards.....	1,285,996 00
Pay of civil establishment in navy yards, hospitals, &c.....	425,839 75
Ordnance, repair of magazines, &c.....	450,000 00
Coal, hemp, and equipments.....	1,320,000 00
Navigation and navigation supplies.....	207,500 00
Naval Academy.....	210,584 40
Naval Observatory and Nautical Almanac.....	40,500 00
Repair and preservation of vessels.....	3,790,500 00
Steam machinery, tools, &c.....	1,305,000 00
Provisions and clothing.....	1,672,500 00
Repairs of naval hospitals and laboratories.....	46,000 00
Contingent expenses.....	1,674,500 00
Support of marine corps.....	1,174,767 77
Total	20,993,414 59

XXVIII REPORT OF THE SECRETARY OF THE NAVY.

As Congress has for two years declined to make appropriations for improvements in navy yards, I directed the several bureaus of the Department, in preparing their annual estimates, to accept the policy so emphatically indicated of the wishes of Congress, and to limit their estimates to the amount necessary for the wants of the service, based upon the authorized number of men, and what is absolutely required to keep in repair and to preserve the public property. Should it be thought advisable to place the navy yards in more efficient condition, befitting the requirements of the country and the service, former reports can be referred to for statements of improvements considered essential, or should the views of the Department in these respects, or as regards any branch of the service be desired, they will be promptly furnished.

Since the close of the war, the estimates of this Department and the appropriations of Congress have, until the present year, been based on a maximum of 15,000 enlisted men. Although the appropriations authorized the enlistment and payment of this number, the Department in organizing the squadrons has employed no more than the necessities of the service on a moderate naval peace establishment required. Less than twelve thousand men were enlisted, leaving a reserve of over three thousand to be called into service in case of emergency. It has been the policy of the Department, while under my administration, to present in each annual report the actual condition of the service in all its branches, with ample estimates for every requirement and proposed improvement. Congress and the country have thus been fully apprised of the necessities and purposes of the Department, and deficiency bills at subsequent sessions have been avoided.

When Congress convened one year ago, and the Department learned informally that it was the intention to reduce the service one-half, to defer the completion of vessels which had been commenced, and for which engines had been contracted before the war terminated, and to discontinue improvements in the navy yards, the estimates were at once revised and made to conform to the new condition of things. The Department had not been consulted in regard to this reduction, nor informed that any change from the then existing number was designed; nor was any time allowed to recall from distant stations the vessels which were to be dispensed with in order that the squadrons might be graduated by the new standard. Measures were, however, promptly adopted upon the passage of the act to reduce the number to the legal limitation, which was accomplished by the 1st of September.

The estimates now submitted are for 8,500 men, including apprentices, the number established by the act approved on the 17th of last June. Should Congress at its present session enlarge or diminish the number now authorized, the appropriations should be made necessarily to correspond, and the estimates which follow must conform to existing legislation.

THE BUREAUS.

The accompanying reports of the chiefs of the several bureaus, and of the commandant of the marine corps, give a summary of the operations of their several departments during the year, and are referred to for full information upon points which can here be only briefly alluded to.

The chief of the Bureau of Yards and Docks details with minuteness the improvements made in the several navy yards, and gives a statement of the work now in progress and what is considered absolutely necessary, with the closest economy, for the repair of the buildings and the care of the public property. The channel of the Wallabout bay, at the New York navy yard, has so far filled up as to cause much embarrassment in the docking and moving of heavy ships, and an appropriation will be required for the purpose of dredging. Another effort to obtain from the State of New York jurisdiction over the recently purchased Ruggles property has been made, and failed in consequence of local opposition. Nothing has been done, for want of an appropriation, with the property at New London, the title to which has been received from the State of Connecticut.

The chief of the Bureau of Ordnance reports that very large amounts of ordnance and ordnance stores, accumulated during the war, still remain on hand, the subsequent wants of the service having made no material diminution in the quantity. Their value is estimated to be about \$17,000,000, and the charges for their preservation make considerable drafts on the small appropriation allowed for ordnance expenditure. Experimental operations have ceased entirely, but the chief of the Bureau recommends an appropriation for renewing them, the solution of the ordnance problem being the principal condition to a successful determination of the proper armature as well as armament of efficient war vessels.

The chief of the Bureau of Equipment and Recruiting reports that, owing to the reduction of the naval force, the only contract made for the current year is for 10,000 tons of coal at \$3 33 per ton. The board appointed to test the comparative tensile strength of wire and hemp rope report that the experiments show that wire rope of less than half the diameter of hemp fully equals the latter in strength. Its manufacture and use is therefore recommended. During the year 360 tons of hemp have been manufactured into cordage. The reduction of the naval force to the number authorized by law was accomplished on the 1st of September. The necessity of providing by legislation for a more effective punishment for the crime of desertion is again urged.

The chief of the Bureau of Navigation reports that the usual duties of providing, distributing, and keeping navigation supplies have been satisfactorily performed during the year. Particular attention has been given to the subject of navy chronometers and compasses, and means have been taken to diffuse among naval officers information embodying the results of special inquiries and official experience concerning this

subject. The rapidly increasing interests of the United States in the waters of the Pacific and Indian oceans, render it desirable that there should be speedily inaugurated a series of surveys of the waters between the American and Asiatic coasts, from Bhering Straits to the Sandwich Islands. It is also suggested that our navy should do its part towards a resurvey of the western coast of South America, rendered necessary by extensive hydrographical changes produced by the recent earthquakes in that region. The number of naval apprentices on board the apprentice ship is 197; on board cruising vessels, 271; making the total number in the service on the 30th of September 468. The accompanying reports of the superintendents of the Naval Observatory and Nautical Almanac show the transactions of their respective institutions during the year, and make suggestions for the future.

The chief of the Bureau of Construction and Repair states that, in consequence of the reduced appropriations, the work upon all new vessels has been suspended except on the four small ones referred to in his last annual report, and that the repair of vessels has been strictly limited to the few necessary to maintain our squadrons abroad, no labor being done upon returning vessels. It is suggested that it would be ultimate economy to place these vessels in efficient condition, as the defects increase very rapidly as their repair is postponed. The enormous loss arising from building ships with unseasoned timber is again adverted to, and a special appropriation of about \$500,000 for two or three years, for the purpose of gradually accumulating a supply of timber in the navy yards, is recommended. Such was formerly the policy of the government, but the materials accumulated were exhausted during the war. The necessity of proper tools and workshops to enable us to maintain our standing as a first-class power is also alluded to. There is no suitable place for the construction of iron and armored vessels, or for other necessary work, and an appropriation of \$3,000,000 or \$4,000,000, the expenditure of which could be judiciously extended through several years, will be necessary to place the navy yards in proper condition for these purposes.

The chief of the Bureau of Steam Engineering reports that the work in his department is reduced to the lowest possible limit, and that, in consequence of the small appropriation at his disposal, and the nominal amount being virtually reduced 20 per cent. from its former value by the reduction by Congress of the hours of labor from 10 to 8, he is enabled to make but few repairs on steamers returning from foreign service, and which should be put in readiness for another cruise. The present condition of the new engines, for which vessels have not been provided, is stated. The results of the trial of competitive machinery, designed by the Bureau and by several private parties, is clearly and elaborately set forth. It is urged that increased facilities for the manufacture of machinery should be provided to enable the government itself, in any contingency that may arise, to manufacture and repair its own engines without resorting to outside establishments.

The chief of the Bureau of Provisions and Clothing recommends a change in the method of supplying the outfit of the sailor. In the military service the necessary clothing of the soldier is furnished by the government, while in the navy the sailor is not only required to pay for his clothing, but for his hammock, bedding, &c., his total outfit costing at present prices \$85. This, with his cash advance of from \$40 to \$60, brings him largely in debt to the government at the commencement of his cruise, and is both discouraging and demoralizing, and gives great temptation to desertion. It is suggested that some portion of the needed articles be supplied gratuitously. During the year the surplus stores have been reduced, the naval depot at St. Paul de Loando discontinued, and the stores at Panama transferred from the shore to a storeship. An increase in the compensation of clerks in the pay department upon shore stations is recommended.

The chief of the Bureau of Medicine and Surgery gives interesting tables showing the sickness, deaths, &c., at the several hospitals and naval stations, and in the squadrons, so classified as to exhibit the prevalence of different forms of disease upon different stations. During the year there were 20,751 cases under treatment, of which number 360 died, 19,691 were returned to duty or discharged the service, leaving 700 cases under treatment at the end of the year 1867. The proportion of cases treated to the whole number of persons in the service was about 1.53, or each person was on the sick list 1.53 times during the year; the proportion of deaths .026, and the percentage of deaths to the whole number of cases treated is .017, or less than two per cent. The total number of deaths from October 1, 1867, to September 30, 1868, was 315. The total number of insane in the government asylum during the year is 29; deaths and discharges, 9; leaving 20 in the institution on the 30th September, 1868. The fund for the support of naval hospitals, derived from a monthly tax of 20 cents upon the pay of officers, amounted, on the 1st of October, 1868, to \$434,500 98. For a particular statement of the condition and wants of the several hospitals, &c., reference is made to the report.

The commandant of the Marine Corps reports the force in the best possible condition of efficiency and discipline, and the barracks and public property in their charge well cared for and in admirable order. A reduction of the force corresponding to that of the naval service has been made, and the entire strength of the corps, officers and men is now but 2,500. The marine barracks in Washington, built of indifferent material nearly 70 years ago, are represented as rapidly crumbling to decay, and in such a dilapidated condition that it will be impossible for the troops much longer to occupy them. The necessity for the erection of new barracks, which has been repeatedly urged, is again respectfully recommended.

CONCLUSION.

In this my eighth annual report, it is a satisfaction to state that the year now drawing to its close has been one of peaceful but active

cruising on the part of the navy. Our commerce and shipping interests, if less extensive than they were eight years ago, are nevertheless as vigilantly guarded and protected.

It has fallen to my lot to sustain a greater responsibility, and to have had a much more eventful and varied, as well as a longer experience in this Department than any one of my predecessors. While I claim no exemption from error, it is a gratifying reflection that the duties entrusted to me have been acceptably performed, and that the record which commemorates the services and achievements of our naval heroes, also bears evidence, through a most important period of our country's history, of a not unsuccessful administration of our naval affairs.

On this Department, soon after I entered it, devolved the task of creating within a brief period a navy unequalled in some respects, and without a parallel—of enforcing the most extensive blockade which was ever established—of projecting and carrying forward to successful execution immense naval expeditions—of causing our extensive rivers, almost continental in their reach, to be actively patrolled—and finally, after four years of embittered warfare, of retiring the immense naval armament which had been promptly called into existence, of disposing to the commercial marine the vessels procured from that service, and of re-establishing our squadrons abroad in the interest of peace.

The waste of war is always great, but much of the expenditure of the Navy Department, which is but a small per cent. of the national war expenses, is invested in navy yard improvements, which are worth to the government all they cost, and in naval vessels and ordnance, which have at all times an intrinsic value. When the fact of this large amount of property on hand, of the return of millions to the treasury, of the magnitude of the war, of the vast operations of the navy, and of the depreciation of the currency, and the consequently enhanced prices with which those operations were conducted, are considered, the economical and faithful administration of the Navy Department will be admitted.

My acknowledgments are due to the gentlemen who, in their several grades have been associated with me in the discharge of the laborious and responsible duties of this Department, for the able and efficient service which they have rendered. In the choice of my assistants, of the chiefs of the several bureaus, and of others who have participated in the civil administration of this department, as also in the selection and assignment to duty in the navy of the officers whose meritorious conduct and heroic achievements have illumined our history and given enduring renown to the navy, I esteem myself to have been most fortunate, and I cannot close this report without expressing towards each my sense of grateful obligations, and commending them to the gratitude of the government and country.

GIDEON WELLES,
Secretary of the Navy.

To the PRESIDENT.

APPENDIX.

REPORTS OF OFFICERS.

EUROPEAN SQUADRON.—ADMIRAL FARRAGUT'S REPORTS.

[CONTINUED FROM REPORT OF LAST YEAR.]

Visit to Sheerness and London.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Off Sheerness, England, October 14, 1867.

SIR: In my despatch No. 29 I had the honor to report my arrival off Gravesend, England, on the 26th of last month, having been detained nearly 24 hours off Sheerness on account of the fog.

Off Sheerness I fired a salute of 21 guns, which was returned by the fort on shore, and I was immediately after saluted by the Formidable, the flag-ship of Vice-Admiral Sir Baldwin Walker, who sent an officer on board to welcome me to the port, and to tender me all the facilities of the dock-yard. A few hours afterwards I received a note from Sir Baldwin enclosing a telegram from the lords commissioners of the admiralty, in the following words:

The board will be happy to render any assistance and attention to Admiral Farragut and his squadron that may be agreeable to him.

On my arrival off Gravesend I addressed a note to his excellency Charles Francis Adams, our minister, informing him of my presence, and of my desire to pay my respects the next day, or any other time he might appoint. I received a reply from Mr. Moran, secretary of legation, to the effect that Mr. Adams being absent on the continent for a few days, it would afford him great gratification to contribute all in his power to our comfort and our pleasure during our stay in England.

On the 28th I visited London, accompanied by part of my staff, where I was called upon by Mr. Moran, and our consul, Mr. Morse.

Accompanied by Mr. Moran I called upon Lord Stanley and the lords of the admiralty, none of whom, however, were in the city. On the day following Vice-Admiral Sir Sydney Dacres, one of the lords of the admiralty, returned my call and tendered me every facility for visiting any naval point of interest in England. Subsequently the lords commissioners invited me to accompany them on their annual tour of inspection of the dock-yards of Woolwich, Chatham, Sheerness, and Portsmouth, and thus far I have visited the three yards first named, and have great pleasure in saying that I was very much gratified, not only by what I saw, but by the great courtesy invariably extended to me and my officers on these visits.

In London I dined, by special invitation, with Vice-Admiral Sir Sydney

Dacres and Vice-Admiral Sir Alexander Milne, and, on each occasion, met many distinguished naval officers.

The Prince de Joinville visited the flag-ship off Gravesend and extended a cordial invitation to myself and officers to his place at Mount Lebanon. The invitation was promptly accepted, and, as might be expected, we were received with much kindness and attention.

On the 12th instant I returned to the Franklin off Sheerness, to which point the flag-ship had proceeded some days before. In the mean time I had received, through Sir Alexander Milne, a permit to visit the gun practice at Shoeburyness, of which I availed myself on the 14th instant, in company with Vice-Admiral Sir Baldwin Walker and Rear-Admiral Astley Cooper Key, acting director general of naval ordnance.

On landing we were received by Colonel Fisher and Major Curtis, of the royal artillery, who paid us the most distinguished attention, and showed us everything of interest, entertaining us in the most hospitable manner.

Experiments were being made with our 15-inch gun and the English 9-inch rifled gun, and, of course, were highly interesting. The targets were riddled by both, and though it appeared to me that the 15-inch gun produced the more destructive effects, experiments have not yet decided the relative merits of the two; for although they accord to our iron a superiority, they consider that the conical shot of their 9-inch gun, weighing 250 pounds, will accomplish a greater penetration, whilst the 15-inch gun has greater crushing power.

On our return from Shoeburyness Vice-Admiral Sir Baldwin Walker and the officers of the yard were received and entertained by me on board the Franklin.

I must not omit to mention that, whilst in London, Mr. Deane, the secretary of the Anglo-American Telegraph Company, called upon me, and in the handsomest terms tendered the use of the Atlantic cable to transmit to America, free of charge, any messages which I might desire to send, at the same time informing me that Mr. Cyrus W. Field, of New York, had been telegraphed to to arrange for similar facilities on the other side; a compliment which, I need scarcely say, was highly appreciated.

To-morrow, the 15th instant, I shall proceed to sea again, my destination being Portsmouth.

I have the honor to be, very respectfully, your obedient servant,
D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit to the dock-yard at Portsmouth.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate),
Plymouth Harbor, England, October 21, 1867.

SIR: In my despatch No. 33 I had the honor to report to the department my intention to leave Sheerness for Portsmouth on the 15th instant I sailed on that day and arrived at Portsmouth on the morning of the 16th, and exchanged the usual courtesies with the authorities.

Having made arrangements with the First Lord of the Admiralty, Mr. Corry, to receive the Lords of the Admiralty on board the Franklin at

Portsmouth, I notified them that I would be ready to do so on the 17th instant. Accordingly on that day the Right Honorable Mr. Corry, Vice-Admiral Sir Alexander Milne, Rear-Admiral Key, Captain Brandreth, accompanied by Admiral Sir Thomas Pasley and staff, were received on board with full honors, yards manned and the customary salute. After inspecting the ship and taking an early dinner, they left the Franklin and returned to London.

On the day following, in company with Sir Thomas Pasley I made a most interesting visit to the dock-yard commanded by Rear-Admiral Wellesly. This yard is a fine building and repairing yard, but not being deemed by them sufficient for the wants of their service, they are now taking in from 150 to 200 acres more land, most of which is to be reclaimed from the shallow water.

I saw several iron-clads, some building, some refitting, in which they are trying all the different experiments lately suggested by their officers and ingenious mechanics; some with hollow masts and yards of iron; some on the tripod principle. They have not as yet extended the iron rigging beyond the lower masts, as they say they find a difficulty in exercising with it on the upper masts.

From the dock-yard I accompanied Admiral Pasley to the "Excellent" gunnery ship, commanded by Captain Arthur W. A. Hood, who received us with great courtesy, and gave us an opportunity of witnessing all the exercises of officers and men in the various drills. A number of shot, shell, and Hale's rockets were fired at various targets, and to my surprise Hale's rockets performed very well. I was informed that the improvements in the rockets resulted from placing shields on the rear end, against which the jet of fire strikes and gives the rocket the rotary motion. I mention this because when I witnessed the experiments in Washington, some years since, these rockets were anything but accurate.

The young officers of the royal navy are exercised on board the Excellent at the great guns and small arms, preparatory to their examination. It is also part of the system to instruct men in the use of the diving apparatus by actual practice. I noticed a great improvement in the apparatus, which consists in placing a small case on the diver's back, similar to a knapsack, containing a sufficiency of condensed air to sustain life for several hours, and entirely under the diver's control and independent of the pump of the general apparatus.

From the Excellent we went on board the Water Witch. This vessel is an iron-clad of about 700 tons, carries two 8-inch rifled guns, and is propelled in a most novel manner. The water rises from below into the box, whence the rotary pump, worked by steam, throws it with great violence into two square boxes placed on the outside of the vessel, one on each side, nearly amidships and about the water line. These boxes are square tubes, 10 or 12 feet long and 12 inches in diameter, open at both ends. Near the centre is a valve, under the control of the officer of the deck, and as he turns it the water is thrown with great force, either forward or aft; thus propelling the vessel ahead or astern at his will. So soon as we got on board we proceeded out of the harbor, and to my amazement she went ahead at a speed of seven or eight miles per hour, against a fresh breeze and quite a sea. The machinery, when once put in motion, had no interruption until we were alongside the wharf again.

The movements of the vessel are entirely controlled by the officer of the deck, who by manœuvring the valves above spoken of can go ahead, back astern, or turn the vessel upon her centre; all of which was done with great ease and while I was on board.

On our return from Spithead to the wharf she made quite as much as nine knots per hour, up to within 50 or 60 yards of the wharf, when she was suddenly checked and brought to the wharf with infinitely more ease than any steamer I ever saw; notwithstanding she is a heavy vessel, plated with four and a half inches of iron.

As an iron-clad vessel of war, however, it struck me that the exposure of these boxes, upon which the motions of the vessel depend, at the water-line, to an enemy's shot, is at present a serious defect.

On the 19th instant there was a review of troops at Southsea, by his highness the Duke of Cambridge. His highness signified his desire to visit the Franklin, and if convenient to me would do so at half past two. I received him and his staff at that hour, with yards manned, the royal standard at the main, and a salute of 21 guns. His highness appeared to be much pleased with the ship, and after a brief stay left the vessel with the same honors with which he was received.

I cannot close this despatch without saying that during our stay at Portsmouth we were received with every kindness and hospitality, not only by officers of the army and navy, but also by the civil authorities.

Owing to our brief stay we were obliged to decline many invitations, and could only accept the hospitality of Admiral Pasley, Rear Admiral Wellesly, and Captain Seymour, of the flag-ship Victory.

A small steamer, the Fire Queen, was placed at my disposal during our entire stay at Portsmouth.

This morning we anchored in the harbor of Plymouth, having left Portsmouth yesterday at noon.

I have the honor to be, very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit to Portsmouth and the dock yards of Keyham and Devonport.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate),

Off Lisbon, Portugal, October 29, 1867.

SIR: I had the honor in my last despatch, No. 34, to report my arrival in Plymouth harbor, England, on the 21st of October. The weather was so inauspicious that I could only interchange salutes with the authorities, being obliged to postpone my visit on shore until the day following.

Captain Preedy, however, flag captain of Admiral Sir William Fanshawe Martin, came on board, and, after tendering the civilities of the port, placed at my disposal, during our stay here, the steam yacht Princess Alice.

The next morning I went on shore at Devonport, and was received on the wharf by Admiral Martin and Rear-Admiral Drummond and staff. Accompanied by them I called upon the commander-in-chief of the military forces, Major General Sir Augustus A. Spencer, and afterwards visited the dock yards of Keyham and Devonport. The two are connected by a tunnel, through which it is intended to lay a rail track. The government has recently greatly enlarged the Keyham yard, as well as the floating docks.

I found here the same facilities for work of every kind as I noticed at the other dock yards. All their cranes, shears, and indeed nearly all

their appliances, are made of iron. Only a few small vessels, gunboats they might be called, are being built of iron frames with teak planking, the government having generally adopted iron as a building material; though I observed that it is unwilling to give up hemp rope, as they use it on all their purchases.

I went on board of the *Agin-court*, then fitting for sea, an armor-plated ship of 6,621 tons, and the *Prince Albert*, a four-turreted vessel, on Captain Cole's principle, of nearly 2,600 tons, armed with one gun in each turret, a nine-inch twelve ton rifled gun. The *Agin-court* is being changed from five masts to three, the former having been reported against by the commanding admiral of the Channel fleet.

Experiments are being tried on board the *Prince Albert* to avoid the effects of the shock of the blast of the heavy guns on the hurricane deck and light work past which they may be obliged to fire, but as yet no satisfactory results have been arrived at.

I subsequently visited the victualling establishment at Plymouth, in charge of Captain Tatham, which supplies the principal part of the bread for the royal navy. It appeared to me to be a fine establishment in every particular, the organization good, and the bread of excellent quality. From this department is supplied the mess furniture of all the officers and of the crew, and to the latter also provisions and small stores.

From thence we proceeded to the naval hospital, where I made an inspection of its several departments with Captain Tatham and Surgeon Stewart. I observed that the principal point of difference between this and other hospitals I have visited is that they are distinct buildings, instead of wards, for the different diseases.

On this same day a Prussian iron-clad arrived in the harbor, dismasted, her mainmast lying across her deck. It was of tubular iron, and it appears that she rolled away her foremast and mainmast in a heavy swell off Cape Finisterre. The captain stated that there was very little wind, and he attributes the break to a defect in the iron. I mention this because it is the first instance I have ever known of an iron mast being carried away.

I beg to state that here, as at Portsmouth and elsewhere in England, I have been treated with the greatest kindness and courtesy. The day after my arrival I dined with Admiral Martin, and on the following evening with the commander-in-chief of the military forces, Major General Sir Augustus A. Spencer, where I was invited to meet his royal highness the Duke of Cambridge. On each occasion all the principal officers of the army and navy were assembled.

The shortness of my stay in Plymouth obliged me to decline many proffered hospitalities.

I left Plymouth on the afternoon of the 24th instant, and, after a fine passage of four days, anchored off this city on the evening of the 28th, and found here the *Canandaigua*, *Ticonderoga*, *Shamrock*, and *Guard*, storeship. The *Ticonderoga* will sail to-day, in obedience to her former orders, for the coast of Italy.

I have the honor to be, very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit to the King of Portugal and to the English iron-clad fleet.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Off Gibraltar, November 25, 1867.

SIR: In my despatch No. 35, dated off Lisbon, October 29, I had the honor to report my arrival there on the evening of the 28th from Plymouth, England.

The usual courtesies were interchanged with the Portuguese authorities and with foreign ministers. By invitation, communicated through Mr. Munro, our consul and chargé d'affaires, I, accompanied by many of the officers, was received by the King and Queen and Don Fernando.

During my stay in Lisbon, the English iron-clad fleet, consisting of nine vessels, arrived, commanded by Rear-Admiral Frederick Warden, his flag-ship being the *Minotaur*, of 6,621 tons. We exchanged salutes, and during their stay our intercourse was of the most courteous and pleasant character. I visited all the iron-clads under his command, and found many of them to be fac-similes of those I had seen in England. The *Minotaur*, although she has five masts, does not appear to spread canvas enough to give her any speed in moderate weather, as I had good opportunity for judging, having seen this vessel and the whole fleet under sail outside of the harbor of Lisbon.

The *Minotaur* was the leading vessel of her line, and it was with great difficulty the other vessels could keep astern. The breeze, however, was very light and not sufficient to turn our propeller when disconnected. None of the propellers of the iron-clads, except the *Warrior*, hoist up.

I left Lisbon for this place on the morning of the 20th, about an hour after the iron-clad fleet, in hopes of seeing how they worked; but as the wind became too light for manœuvring, I hove to, and as the fleet passed me we took leave of each other, amid cheers and the music of the bands.

In various despatches from Lisbon, I have kept the department informed of the business of the squadron during our stay there.

On the evening before sailing, orders were given to the *Canandiagua* and *Swatara* to join me at Nice about the 15th of December, after visiting various ports on the coasts of Spain, Minorca and France.

The *Shamrock*, not being in condition to go to sea, remains at Lisbon until further orders from the department. Enclosed is a copy of the order given to her, marked No. 3.

The *Ticonderoga* is still at Leghorn. The *Frolic* accompanied the *Franklin* to this port, where we arrived last evening.

On our passage here from Lisbon, having the wind ahead, we availed ourselves of the occasion to exercise the crew in their various duties; among other, tacking and wearing ship.

The *Franklin* works well, but the propeller, when disconnected, does not revolve at a lower speed than four knots; and I am therefore decidedly in favor of hoisting it when it is desired to use the sails alone.

We arrived off Gibraltar last evening, where I purpose to remain for a few days; after which I shall proceed along the coasts of Spain and France, keeping the department advised of my future movements.

It was my intention to have visited Cadiz; but having ascertained that, owing to some cases of cholera, that port was quarantined, I of course avoided it.

I have the honor to be, very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit to Gibraltar and Tangier.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Off Carthagena, Spain, December 7, 1867.

SIR: In my despatch No. 52, dated November 25, I had the honor to report my arrival off Gibraltar.

I remained in that harbor about eight days, during which time the usual courtesies were interchanged with the authorities. I and my officers were handsomely entertained by Governor Sir Richard Airy, the officers of the different regiments, and our consul, Mr. Sprague.

Under the escort of Colonel Maberly, of the royal artillery, and Captain Hichens, of the engineers, I visited every part of Gibraltar, and to these gentlemen I am much indebted for their very kind attentions, not only on this occasion, but during my entire stay.

At an entertainment given to myself and staff by the officers of the royal artillery, Colonel Maberly, the commanding officer, made a few remarks of the most friendly character, not only complimentary to myself, but evincing the most kindly feelings towards our country.

At the suggestion of Mr. Sprague, I ran over in the Frolic to Tangier, making a short visit to our consul, Mr. McMonth, who appeared to be very glad to see our flag once more in those waters. Finding everything quiet, I returned to Gibraltar.

On the day before my departure from Gibraltar I entertained the governor, the officers of the garrison, and their families, on board the flag-ship, which passed off very pleasantly, and on the following day, December 3, sailed for this place, where I anchored on the morning of the 5th.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.**Visit to Carthagena and to Madrid.*

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Port Mahon, Minorca, December 19, 1867.

SIR: I had the honor, in my despatch No. 57, to report my arrival at Carthagena, on the 5th instant, having selected this port for performing the quarantine of observation, to which all vessels from Gibraltar are subjected. Carthagena, besides having an excellent harbor, is convenient to Madrid, the capital of Spain, which I intended to visit.

The quarantine continued for three days, after which intercourse was opened between us and the military and naval authorities.

I visited the navy yard at Carthagena, and the two iron-clads in the basin, the Numantia and Saragossa, under the escort of the vice and rear-admirals commanding. These iron-clads are very similar to those I visited in France, are covered with 4½ inches of iron, and in length and breadth are about the same as this ship.

The navy yard has been very much improved of late years, there being a new iron floating dock, a basin to contain it, and three railways to haul up vessels from the dock.

There are also machines for the manufacture of rope, canvas, &c., in

which I was much interested, being perpendicular instead of horizontal, and occupying but little space.

On the 10th instant, with part of my staff, Captain LeRoy and Midshipman Kane, I visited Madrid, and on my arrival was kindly received by our minister, Mr. Hale, and the secretary of legation, Mr. Perry, who during our stay in Madrid were very courteous in their attentions. Accompanied by Mr. Hale, I called on the Duke of Valencia and other high officials of Spain, and exchanged visits with most of the foreign ministers.

On the following Saturday, in accordance with arrangements which had been previously made, we were presented to the Queen and King consort, by both of whom I was cordially welcomed to Spain.

On my visit to the minister of marine, I was kindly conducted by him, accompanied by other high officers, through the naval library and museum, containing many interesting relics, among others all the models of modern vessels, and their various modes of propulsion.

During our stay in Madrid we were very handsomely entertained by our minister, Mr. Hale, at which were present, with their ladies, most of the distinguished officials of that city.

After having visited the museum of arts, arms, &c., I left Madrid and returned to Carthagena, where, shortly after my arrival, I received the vice-admiral and the governor general commanding the military district, accompanied by their respective staffs.

On the following day, the 16th, after receiving an official visit from the ayunta and civic authorities of Carthagena, I left that port and proceeded to this place, where we arrived on the morning of the 19th.

The entire passage was made under sail, and the sea being smooth and the wind moderate, I took the opportunity to exercise the crews at target practice with the great guns, by throwing overboard a target and manœuvring the ship round it under sail.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit to Port Mahon and Ciudadela.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate.)

Off Toulon, France, January 7, 1868.

SIR: In my despatch No. 58, dated Port Mahon, I had the honor to report my arrival there with the Frolic, on the 19th ultimo.

We obtained pratique and exchanged salutes and other courtesies with the authorities.

During my stay at Port Mahon, nothing of official interest took place. I availed myself of the opportunity of visiting different parts of the island, particularly Ciudadela, to which place, with many of my officers. I had been invited by the alcalde and ayuntamiento, and other distinguished citizens.

On my visit I was officially received in each village through which we passed, and four miles out of Ciudadela was received by a deputation of the authorities and citizens, cordially welcomed and by them escorted in procession to that city, where we were most enthusiastically greeted, and during our stay of two days most hospitably and sumptuously entertained.

I was accompanied on this visit by our consul, Mr. Robinson, who has been unremitting in his attentions during our stay in Port Mahon.

On the morning of the 5th instant, accompanied by the Frolic, I left Port Mahon and anchored in the harbor of Toulon last evening.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit to Toulon.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Off Villafranca, France, January 18, 1868.

SIR: In my despatch No. 2, dated the 7th instant, I had the honor to report my arrival, with the Frolic, in Toulon harbor on the evening of the 6th.

On the following morning my flag was saluted by Vice-Admiral Gueydon, commanding the squadron of evolution or the Mediterranean iron-clad fleet, which was returned by the Franklin; after which the usual national salutes and courtesies were interchanged.

The vice-admiral, accompanied by his staff and the rear-admirals of divisions, accompanied by their respective captains, called on me during the morning, tendering to me a hearty welcome and offering every facility of the port.

I then called on Rear-Admiral Le Gras, who represented Vice-Admiral Chabannes, the préfet maritime, in his absence, who courteously placed at my command an aid with directions to accompany me everywhere around the harbor and through the extensive naval works of Toulon.

I also exchanged courtesies with the consul general of Italy at Toulon.

After having visited all the places of interest, viz: the docks, the iron-clads then under construction, machine shops, &c., we went over to La Serpre to see the establishment of the Compagnie des Forges et des Chantieres de la Méditerranée, or private dock-yard, where there are at present on the stocks one frigate and two sloops of war for Egypt, two turreted gun-boats for Holland, and a very large packet steamer for some private company. They have also just completed an iron floating dock for the Pacha of Egypt. There are under employ now twenty-five hundred workmen, and at times over forty-five hundred.

I merely mention these facts to show the advantages of Toulon in affording facilities for the building and repairing of vessels of war under all circumstances, and I have therefore taken advantage of this port to order the repairs absolutely required by this ship, the Canandaigua, Swatara, and Frolic, to which more particular reference will be made in another despatch.

During our entire stay in Toulon our interchange of courtesies with the préfet maritime ad interim, Admiral Gueydon and the officers of his fleet, were of the most pleasant and agreeable character. We were entertained most handsomely by Vice-Admiral Gueydon and Rear-Admiral Le Gras, the representative of the préfet maritime.

Before my departure I had the pleasure of reciprocating these courtesies, by an entertainment on board the Franklin, to which were invited all the admirals and captains of the fleet, and Rear-Admiral Le Gras and

staff, where I took the opportunity of expressing my high appreciation of the very kind manner in which we had been received by these gentlemen, since our arrival in the port of Toulon.

On the evening of the 17th we left Toulon for this place, where we anchored this morning.

I have the honor to be, very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding the European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit to Ville Franche and Nice.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Gulf of Spezia, Italy, February 5, 1868.

SIR: In my despatch No. 6, dated January 18th, I had the honor to report my arrival on that day at Ville Franche, having left in the port of Toulon, for repairs, the Canandaigua, Swatara, and Frolic; boards of survey having reported that they were absolutely necessary, before any one of those vessels could be sent to the coast of Africa.

The Swatara having completed her repairs in the time specified by the survey, received her sailing orders for that coast.

After anchoring in the harbor of Ville Franche, I exchanged national salutes with the fort and visits with the préfet des Alpes Maritimes and the commanding general of the forces.

I subsequently visited Nice, where I was most cordially entertained by a reception and ball, given by our fellow-countrymen then in that great European watering place. My whole stay in Nice was marked by a most pleasing interchange of courtesies, not only with Americans generally, but with citizens of all nationalities.

Before leaving Ville Franche, I acknowledged the civilities I had received, by an entertainment on board the flag-ship.

On the evening of the 3d instant I left that harbor and arrived off Spezia on the afternoon of the following day.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit to Spezia, Florence, Venice, Milan, and Genoa.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Naples, March 9, 1868.

SIR: In my despatch No. 10 I reported to the department the arrival of the Franklin at Spezia on the 4th of February.

After the usual interchange of international courtesies, I visited, by invitation of the commanding officer, the navy yard, which is extensively laid out and bids fair to be one of the largest in Europe. There are 10 dry docks on the plan, two of which will be finished by July next. Nearly the whole bay is occupied by building slips, machine shops,

storehouses, &c. We found here at anchor two iron-clads of the first class, the *Ancona* and *Prince di Cangnano*. Another is in process of construction in the building yard on the eastern side of the bay.

I also visited the grounds where experiments had been made on the iron-clad plating with a 9-ton Armstrong gun and 6-inch rifle, both firing sharp-pointed chilled conical shot. The range was 12 yards, and at that distance the Armstrong gun passed through 8 inches of plating and 28 inches of Calabrian oak backing, and lodged in the bank. The 6-inch rifle passed through 4 inches of plating, 28 inches of backing, and lodged in the bank. The charge of powder used in the rifle was 17 pounds. The ordnance officers on this occasion seem to have satisfied themselves that the sharp-pointed chilled conical shot is decidedly the best for penetrating iron plating, even at a considerable angle. This opinion appears to agree with the experiments at Shoeburyness.

During the time the *Franklin* remained at Spezia I availed myself of the occasion to visit Florence, Venice, and Genoa.

At Florence I called upon our minister, Mr. Marsh, and our consul general, Mr. Lawrence, to both of whom I am indebted for much kindness and courtesy. In company with Mr. Marsh I called upon the prime minister, General Minabrea, and the minister of marine, Mr. Ribotti, the Turkish minister, Rustan Bey, and the Russian minister, Mr. Kisstieff.

Through Mr. Marsh, I received an invitation to dine with his Majesty Victor Emanuel, and during the entertainment his Majesty spoke in the most friendly manner of our country.

I was also entertained by the prime minister, General Minabrea, and was invited by the minister of marine, Mr. Ribotti, to partake of a public dinner with himself and a number of the deputies. I was subsequently entertained by the Turkish minister, Rustan Bey, who kindly expressed the hope that I would visit Constantinople before leaving the Mediterranean, saying that it would give him great pleasure to afford me any facilities in his power to attain that object, and informing me that he had communicated with the government on the subject.

At Venice I visited the navy yard, where I found many interesting relics. In this yard are storehouses, workshops, and every facility for constructing vessels of war of moderate draught of water. The government officials think that they will soon deepen the harbor sufficiently to admit vessels of 15 to 16 feet draught. There is a fine sloop of war now in construction on the docks; there is also an excellent rop walk, and as flax and hemp are raised in large quantities in the vicinity, it is supposed that this will become the great manufacturing depot of cordage for the navy.

During my stay in Venice I was entertained in the most hospitable manner by the préfet and the commanding naval officer.

From Venice I proceeded to Genoa, passing through Milan. At Genoa I was called upon by the authorities, who extended to me every courtesy and hospitality, entertaining me at a public dinner. The navy yard at Genoa is small and cramped. As it is intended to make Spezia the great naval depot of Italy, most of the machinery now at Genoa will be transferred to Spezia, and Genoa will simply be reserved for temporary repairs to vessels. The commerce of Genoa is large, and all the water front seems to be necessary to accommodate the mercantile marine, and great efforts are being made to construct wharves for taking in and discharging cargoes.

On the morning of leaving Genoa the Italian vice admiral insisted upon taking me on board the *Canandaigua* in his barge, and after mutual cheers we parted.

We left Spezia in the Franklin on the night of the 3d instant, and anchored in the bay of Naples on the afternoon of the 5th.

I may add that the Canandaigua had been previously ordered to meet me at Genoa, having completed her repairs at Toulon, and in her I proceeded to Spezia.

I have the honor to be, very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Visit to Naples and Pompeii.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Messina, April 9, 1868.

SIR: In my despatch No. 15, dated Naples, March 9, I had the honor to report to the department my arrival there on the afternoon of the 5th of that month.

On the following morning we saluted the national flag, which salute was returned by the fort.

Vice-Admiral Provana saluted my flag, called on board and invited me to take a place in the mole, which we accepted. From that time until the day of our departure he was unremitting in his kindness and attention, affording me every facility in his power.

The préfet of Naples and Lieutenant General Pettinengo, the commander-in-chief of the forces in the district of Naples, called on board with their staffs, and the latter invited me to be present at a review of the troops on the 14th of March, the birthday of his Majesty Victor Emanuel.

On that day we dressed ship and fired a salute, and subsequently with my staff attended the review of the troops, when I was introduced by the general to his most distinguished officers. With the officers of the Franklin, I was invited by Senator Fiorelli, superintendent of the museums in Naples and Pompeii, to be present on the 12th of March, at an excavation of one of the chambers in the house of Balbo, in Pompeii; on which occasion, with a view of affording us an opportunity of becoming acquainted with our fellow countrymen, the American citizens then at Naples invited us to partake of an entertainment to be given in the Stabian Thermæ.

The day was propitious, and accompanied by Senator Fiorrelli, Admiral Provana, and a very large number of Americans, ladies and gentlemen, we proceeded to Pompeii. After a very cordial reception on the part of the Italian government, as represented by Admiral Provana, I was introduced by Mr. Aspinwall and Mr. Clift, members of the committee, severally to all those present. Shortly after we proceeded to the excavation, where two skeletons were found, together with several articles of household furniture. We then repaired to the "Thermæ," where a sumptuous entertainment had been provided by our American friends, passed several hours most agreeably, and then returned to the city much gratified with our day's excursion.

On the 16th of March I visited Rome, where I remained until the 25th. During my visit there I was presented to his Holiness the Pope, who expressed great pleasure at seeing me in Rome, spoke freely of the con-

dition of Italy and kindly towards our country. On the same day I was received by the prime minister, Cardinal Antonelli.

After visiting the principal objects of interest in Rome, I rejoined my flag-ship at Naples, where, before my departure, I paid my respects to the Duke D'Aosta, the second son of his Majesty Victor Emanuel, and subsequently, by invitation of Admiral Provana, I visited the dock-yards at Naples, and the extensive establishments and iron foundries at Pietrarsa.

On the evening of the 6th instant I left Naples for Messina, arriving there on the afternoon of the following day.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Visit to Messina and Malta.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate),
Off Lisbon, Portugal, April 28, 1868.

SIR: My despatch No. 23, dated at Messina, April 9, 1868, informed the department of my arrival there on the 6th instant, having been preceded a few hours by the Ticonderoga.

After the usual national salutes, visits were interchanged with the authorities, on which occasion I was accompanied by our intelligent and worthy consul, Mr. Behn. One of these visits was to the dock-yard, which, though of little importance at present, bids fair (as soon as the dry dock is completed) to afford extensive accommodations for the repair of vessels.

On the afternoon of the 9th instant we left Messina for Syracuse, arriving there at midnight. When off the harbor we were boarded by an officer, sent expressly for the purpose of piloting us in by Rear-Admiral Count de Verri, commanding that portion of the Italian iron-clad fleet then at anchor in Syracuse. On the following day we exchanged salutes and visits with the authorities, calling upon Admiral Verri, the préfet of the province, and the commanding general.

After a few hours devoted to visiting the well known objects of antiquarian interest in and around Syracuse, we sailed on the afternoon of the 11th instant, accompanied by the Ticonderoga, for Malta, to which place I had been specially invited by Vice-Admiral Lord Clarence Paget, commanding her Britannic Majesty's fleet in the Mediterranean. We arrived there early on the morning of the 12th instant, (Easter Sunday,) and on the afternoon of that day I received visits from Vice-Admiral Paget and Rear-Admiral Henry Kellett, superintendent of the dock-yard.

On Monday, the 12th instant, after interchanging the usual salutes, I called upon the governor general, Sir Patrick Grant, on which occasion I was received with full military honors. I subsequently returned the visits of Vice-Admiral Paget and Rear-Admiral Kellett.

During my stay in Malta I visited the dock-yard, naval prison, and fortifications, and was most hospitably entertained by the governor general at the palace, Vice-Admiral Paget at the admiralty house, and Rear-Admiral Kellett at the navy yard.

I was also honored with two reviews, one of the naval brigade, the

other of the garrison of Malta. There are four dry-docks cut out of the solid rock, two of which, though not yet finished, open into the commercial dock. The dock-yard generally is very conveniently arranged and under the vigilant superintendence of Rear-Admiral Kellett, who, after showing us everything in the yard, took us to the naval prison, where I had the opportunity of witnessing the various modes of punishment adopted there. At some future day I hope to speak of this more in detail, as the system seemed to me to have great merit and to be worthy of our imitation.

Before our departure the officers of the navy and of the garrison of Malta gave a magnificent ball, at the Union club-house, to the officers of that portion of my squadron then in port, viz., the Franklin, Ticonderoga, and Frolic.

In return for all these civilities I gave a matinee on board the flag-ship, at which were present the governor general, Vice-Admiral Paget, all the officers of the army and navy, the colonial secretary, Lord Houlton, and the officers of the civil government generally.

On the morning of the 18th instant, accompanied by the Ticonderoga and Frolic, we got under way and stood out to sea. Vice-Admiral Paget and his fleet followed immediately after, and when a short distance outside the harbor his flag-ship, the Caledonia, passed close alongside of us, her crew manning the rigging, giving three cheers and her band playing "Hail Columbia." She was followed successively by the other vessels of Admiral Paget's squadron, each paying us similar courtesies, until all had passed; the Swedish corvette Gefle, Captain Rosengren, who was accompanying Admiral Paget's fleet for the purpose of participating in the exercises of the British squadron, bringing up the rear. When all had passed Admiral Paget hoisted the American flag at the main and fired a salute of 17 guns, and the whole fleet bore up in line abreast for the east, the admiral making Marryatt's signal "bon voyage." Thus terminated one of the most agreeable visits of our cruise.

During the passage of the British fleet their courtesies were acknowledged by the crew of the Franklin manning the yards, cheering, the band playing "God save the Queen," and returning the salute of the Caledonia, gun for gun.

After a passage of ten days against head winds during most of the time, we anchored to-day off Lisbon, where we found the Swatara, just returned from her cruise off the coast of Africa.

Very respectfully, your obedient servant,

D. C. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Orders at Lisbon.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Off Flushing, Netherlands, June 4, 1868.

SIR: In my despatch No. 24, dated April 28, I had the honor to report to the department my arrival off Lisbon, from Messina and Malta.

During my stay there I kept the department informed of the condition of the squadron and its disposition, referring to the Shamrock and Guard, both of which vessels have been ordered to the United States, and to

the Canandaigua, which vessel has been ordered to go into dry-dock at Toulon.

On the 28th day of May, having issued all necessary orders, I proceeded in the Franklin to this port, where I anchored this morning.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit to Flushing, Holland.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Off Gibraltar, July 27, 1868.

SIR: In my despatch No. 47, dated June 4, 1868, I had the honor to report to the department my arrival in the Franklin off Flushing, Holland, on the morning of that day.

The Franklin remained there until the 21st of June. At the invitation of King Leopold, kindly communicated to me through our minister, Mr. Sanford, I visited Brussels, and, with a number of officers of the Franklin and Ticonderoga, dined with his Majesty.

On the following day, by invitation of the Queen, I, in company with Mrs. Farragut and several of the officers, lunched with their Majesties at Læken, their summer residence, where we spent a most delightful day, owing to the great kindness and courtesy of the King and Queen, both of whom expressed great interest in our country and hoped that at some future day circumstances might permit them to visit the United States.

A few days afterwards we dined with our minister, Mr. Sanford, where we met the principal officials of Belgium as well as the representatives of foreign countries.

From Brussels I made a short tour, visiting Liege, where is the extensive government manufactory of small-arms. A special officer having been detailed by the commander-in-chief of the army at Brussels, every facility was offered me to examine all the machinery and appliances.

From Liege I went to Essen, in Prussia, for the purpose of visiting the immense establishment of Mr. Krupp, where the Bessemer steel is manufactured in every possible way.

Guns of the largest calibre and small-arms to any extent are turned out; car wheels and railroad bars also; and I was much astonished to hear that Mr. Krupp had very large orders from Canada and the United States for these wheels and bars.

His establishment covers 300 acres of ground and gives employment for 8,000 men. I could not pretend to name the number of foundries in operation, but the superintendent informed me that there were 45 steam hammers in use, from 50 tons weight down to half a ton.

Mr. Krupp was absent in St. Petersburg at the time of my visit, but the superintendent very kindly showed me around the works and explained everything to my full satisfaction.

On the 20th of June I returned to the Franklin, off Flushing. His Majesty King Leopold having expressed a desire to visit the ship off Ostend, I notified our minister that if agreeable to his Majesty I should be happy to receive him on board off that place on the morning of the 22d. I sailed from Flushing, accompanied by the Ticonderoga, on the 21st, arriving off Ostend early on the 22d. During the morning of that

day, notwithstanding the unpropitious state of the weather, the rain falling heavily, the King and Queen, attended by the ladies in waiting, the King's suite, foreign ministers, and Mr. and Mrs. Sanford, came on board. Their Majesties were received with royal honors; the yards of the Franklin and Ticonderoga were manned and salutes fired by both vessels. After visiting all parts of the ship the crew went through their various exercises, and the weather having cleared up a target was carried out and fired at by both ships, the practice being remarkably good. His Majesty, accompanied by myself, then visited the Ticonderoga; after which, returning to the Franklin, the royal party partook of refreshments, and at four o'clock left the flag-ship with all honors; the yards being manned, salutes fired, and the band playing their national air. The royal yacht passed around the Franklin, cheering and receiving cheers, and thus terminated one of the most delightful visits during our cruise.

On the following morning we sailed for Southampton, arriving there early on the 24th of June.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Visit to Edinburgh—Private ship-yards—The reception of Prince Alfred—Visit to the Queen.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Off Syra, August 4, 1868.

SIR: In my despatch No. 58, dated July 27, off Gibraltar, I reported to the department my own movements and those of the Franklin up to the 24th of June, on which day I arrived in Southampton waters, accompanied by the Ticonderoga.

I found there the Swatara, having nearly completed certain repairs to her machinery. I had expected also to see the Canandaigua, which vessel had been ordered to that port from Lisbon, in order that the cause of her running ashore might be investigated; but learning that she would not arrive for some days, I determined to make a short visit to parts of Scotland.

On the 25th of June I left for the north, and after passing through London, York, and New Castle, arrived at Edinburgh on the 27th, where I remained several days, visiting the principal objects of interest in and around that city.

From Edinburgh I went to Glasgow, by way of Sterling and the lakes Lock Katrine and Lock Lomond, reaching Glasgow about the 2d of July. There I was called upon by our consul, General Duff. The corporate authorities of the city also honored me with a call, introduced by our consul.

From the authorities I received every attention, being escorted by them to all places of interest in and around Glasgow—particularly the ship-yards of Messrs. Napier & Sons and Randolph, Elder & Co.

Both these yards are very extensive, having many vessels on the stocks—there being in the latter no less than 13, amounting to upwards of 24,000 tons. What particularly interested me was to see the varieties in building. Some were entirely of iron; some, iron frames with wooden

stem and stern-post and wooden planking; the latter put on with screw bolts of brass, in order that the vessel may be coppered. This was thought to be the last improvement, particularly for vessels in the India and China trade. There were also two armor-plated frigates and a vessel of war on Cole's turreted principle, differing only in bringing the deck flush with the base of the turret, which made a height of 10 or 11 feet between decks. I also saw a very singular model of a vessel of war, circular in shape, like a shallow bowl, to be propelled by jets of water, on a similar principle with the *Water Witch*, described by me in my despatch No. 34, 1867, from Plymouth.

I learned from Admiral Sir Thomas Parley that this latter vessel, the *Water Witch*, had been rejected by the government in consequence of her not coming up to the contract in point of speed, which he, in a great measure, attributed to her model.

Mr. Napier and Mr. Elder were very kind in showing us everything in their respective dock-yards, and I feel much indebted to them for their great courtesy. Mr. Napier extended me an invitation to be present at the official trial trip of a ram built by his firm for the Dutch government—which, unfortunately, I did not receive in time—and before leaving kindly sent me photographic views of many of the best vessels he had constructed.

After visiting the yards and some other points of interest we returned to the hotel, where we partook of a sumptuous lunch, given to us by the authorities, these gentlemen expressing themselves gratified in having an opportunity of showing their good feelings towards our country.

Having heard by telegram that the *Canandaigua* had arrived off Southampton, I left Glasgow, passing through Oxford, and rejoined the *Franklin* on the 6th of July, and immediately commenced the investigation of the case of the *Canandaigua's* running on shore, the particulars of which have been forwarded to the department.

On the 10th of July, during my temporary absence, Prince Alfred, captain of her Majesty's ship *Galatea*, paid an official visit to the *Franklin*, and invited myself, the commanding officers of the vessels, and my staff, to dine with him on the 12th on board the *Galatea*. At the time appointed we repaired on board, where we were received by Prince Alfred, the Duke of Saxe Coburg, and Sir Alfred Paget, first chamberlain to the Queen. Before leaving Prince Alfred requested myself and officers present to lunch with him on the 17th, after which he would take us to Osborne House, where, although the Queen was at that time in retirement, she would receive us in an informal way; and there he would take pleasure in showing us over the grounds and the model farm. On the morning of the 14th the Prince of Wales, accompanied by his brother, the Duke of Edinburgh, and an aid, arrived alongside the *Franklin* in the royal yacht, and was received with the honors due to his rank, the yards being manned and a salute of 21 guns fired, with the royal standard at the main, our band playing "God save the Queen." The prince visited the ship throughout, and on his departure the same honors were repeated.

On the 16th Mr. Moran, our chargé d'affaires at London, came on board and was saluted; and on the same evening we weighed anchor and dropped down to Cowes.

On the 17th, in accordance with previous arrangements, I went on board the *Galatea*, accompanied by Mr. Moran, the commanders of the vessels, and my staff, and was received with the usual military honors.

The prince invited us to go round his ship, which we did with great pleasure, and found her a model vessel, both in arrangement, ventilation,

and cleanliness; nothing could have surpassed her in any of these respects; in fact, there was nothing that did not bespeak the untiring vigilance and industry of the executive officers as well as the supervision of her commander. She was open for inspection from stem to stern and from the keelson up, and in every way reflected the greatest credit upon her officers; while the readiness with which the Prince asked questions in relation to similar arrangements in our navy, and made comparison with theirs, showed that he was well posted in all the details of the naval service.

After partaking of an elegant lunch, we accompanied the duke to Osborne House, visiting the yacht *Victoria* and *Albert* on our way, and upon our arrival there were very shortly presented to the Queen. Her Majesty received us very graciously, and after a short and pleasant interview we withdrew, and, escorted by Prince Alfred, were shown over the model farm, as well as the museum and other buildings appropriated for the pleasure and instruction of the youthful members of the family during the lifetime of Prince Albert.

On the 18th the mayor and corporate authorities of Southampton, also the Duke of Saxe-Coburg and Prince Christian, and Admirals Parley and Worden from Portsmouth, visited the ship, and as they came on board each in turn was received with the proper honors.

On the afternoon of the 19th we left Cowes, and, after a rapid and pleasant passage of 16 days, arrived off Syra on the 4th of August, accompanied by the *Frolic*, which vessel joined us at Gibraltar.

I shall proceed in the *Frolic* to Constantinople as soon as that vessel is coaled. The *Franklin* will continue on to Smyrna, at which place coal has been provided for her.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit to Greece and Turkey—The Franklin in the Bosphorus.

UNITED STATES FLAG-SHIP *FRANKLIN*, (1st rate,)

Off Piræus, Greece, September 5, 1868.

SIR: In my despatch No. 60, dated August 4, off Syra, I had the honor to inform the department of my arrival there on that day from Cowes, England, accompanied by the *Frolic*.

Immediately on anchoring we were informed officially of the birth of an heir to the throne of Greece, and on the following day we cheerfully joined in celebrating the event by dressing ship and firing a salute at meridian.

On the same evening I transferred my flag to the *Frolic* and proceeded to the Dardanelles, the *Franklin* continuing on her way to Smyrna for coal.

The *Frolic* arrived at the Dardanelles on the evening of the 6th, and having received a firman from the Sultan on the 7th, we again got under way and anchored in the Bosphorus off Constantinople on the afternoon of the 8th of August.

Soon after our arrival I was called upon by our minister resident, the Hon. E. Joy Morris, and the secretary of legation, Mr. Brown.

On the 10th of August, in accordance with arrangements made by

our minister, Mr. Morris, I proceeded in the Frolic up the Bosphorus, and called upon the grand vizier, Aali Pacha; the minister of foreign affairs, Fuad Pacha; the Russian ambassador, General Ignatieff, and our minister resident. I called subsequently upon the English and French ambassadors, and the representatives of the other European powers, all of whom returned my visit without delay.

On the 13th of August, accompanied by a large number of my officers, I was received by his Majesty the Sultan Abdul Ajiz, in his palace of "Begter-Veg" on the Asiatic shore.

On a subsequent day I called upon the viceroy of Egypt, at present on a visit here for the benefit of his health. At his request we visited one of his yachts, said to be the fastest vessel afloat, and certainly in her interior arrangements the most magnificent and luxurious I have ever seen, well deserving the name of a floating palace.

On the 12th instant I was informed by telegraph of the arrival of the Franklin at the Dardanelles, from Smyrna, where she remained eight days, awaiting a firman to pass up to Constantinople; the consent of the five great powers being necessary to permit a vessel of war, such as the Franklin, to proceed beyond that point.

This firman, after much discussion and deliberation, having been granted, the Franklin anchored in the Bosphorus off Constantinople on the 21st, after which every interchange of courtesies, salutes and otherwise, took place between us and the Turkish authorities and foreign ministers.

During my stay at Constantinople I visited all the public works, navy yards, military schools, hospitals, &c., the authorities giving me every facility to inspect the same, and appearing pleased at the interest always manifested by myself and the officers who accompanied me.

At the military school I was much struck with the fact that many of the pupils were instructed in drawing, having been always under the impression that the Mahomedan religion did not favor it.

In the navy yard I saw some fine machinery, though not yet in operation, for the manufacture of the heavy articles for which it is intended, such as plates for ships.

While at Constantinople I was handsomely entertained at dinner by the Russian and English ambassadors, the grand vizier, Aali Pacha, and our minister, Mr. Morris, and before leaving reciprocated these hospitalities by inviting on board the flag-ship all the foreign representatives with their families, and the high Turkish officials, the grand vizier, and the minister of foreign affairs.

On the afternoon of the 29th ultimo I left the Bosphorus, and on the evening of the 31st anchored in the harbor of Piræus, Greece.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Reception at Athens.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)

Off Trieste, September 25, 1868.

SIR: I had the honor, in my despatch No. 64, to report my arrival on the evening of the 31st of August in the outer harbor of Piræus, Greece, accompanied by the Frolic.

We interchanged national salutes, and on the following morning moved into the inner harbor, where we found one Greek man-of-war and a Russian frigate, bearing the flag of Rear-Admiral Bontakorr, commanding the Russian squadron in the archipelago, then temporarily in attendance on the Grand Duchess Constantine, the mother of the Queen of Greece, at that time on a visit to her daughter.

There were also great numbers of Cretan refugees brought from Candia, consisting mostly of women and children, who lined the shores opposite the Franklin, and thronged around us in boats, cheering most heartily and enthusiastically at the sight of the American flag.

The United States consul, Mr. King, was on board at the time and explained the meaning of the demonstration.

On the same morning, with part of my staff, I proceeded to Athens and called upon our minister, Mr. Tuckerman, and accompanied by him visited the authorities of Greece and the foreign ministers resident there, which visits were returned on the following day.

On the 3d of September I was present by invitation at the imposing ceremony of the christening of the infant Prince Constantine, the heir to the throne of Greece, and on the same day was, with my officers, presented to the King and Queen and the Grand Duchess Constantine.

On the following day, attended by two of my commanding officers and part of my staff, I dined with his Majesty in his palace at Athens.

The entertainment was a very large and brilliant one, comprising about 175 persons, among whom were all the Greek officials, members of the diplomatic corps, and prominent officers of the army and navy.

On the 5th I returned to the flag-ship, where I received the prime minister and members of the Greek cabinet, and the representatives of the principal European powers, all of whom were saluted with customary honors.

I also received a visit from the mayor of Piræus, who presented me with an address, very complimentary to our country and myself.

On the 7th all the vessels in the harbor were dressed, and at 12 m. salutes fired in honor of the anniversary of the coronation of the Emperor of Russia. On the same day his Majesty, King George, accompanied by her highness the Grand Duchess and a large suite, visited the Franklin by previous arrangement.

They were received with all the honors due to royalty, yards manned and national salutes fired. They remained on board for three hours, expressed themselves well pleased with their visit, and on their departure the same honors were extended to them as on their reception.

On the same evening I dined with our minister, Mr. Tuckerman, at Athens, and, on the 10th instant, left Piræus for Trieste, Austria.

During my stay in Athens I received a communication from our minister to Turkey, Mr. Morris, calling my attention to a difficulty which had occurred at Scio by the imprisonment of the harbor-master, said to be attached to the American consulate, and requesting me to send the Frolic to investigate the matter.

Commander Harmony sailed on the afternoon of the 7th, and returned on the 9th. A copy of his detailed report will be enclosed in another despatch.

In my despatch No. 64 I omitted to mention that, during my stay in Constantinople, a party of Greeks came on board the flag-ship for the purpose of delivering and distributing addresses, which I speedily checked.

After leaving Constantinople I learned, through Mr. Morris, that three of the most prominent were imprisoned by the Turkish government; but I am happy to state that the men have since been released, Mr. Morris

and several of his colleagues having intervened in their behalf, and the minister, in his letter to me, closes by saying that the Grand Vizier had said they were set at liberty "exclusively out of deference for the admiral, otherwise they would have been sent into exile."

On the 10th, as previously mentioned, accompanied by the Frolic, I left Piræus, and, after a very rapid passage of four and a half days, arrived off Trieste on the 14th.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

EARTHQUAKE AT ST. CROIX.

Stranding of the United States steamer Monongahela.

UNITED STATES STEAMER MONONGAHELA, (2d rate,)

St. Croix, November 20, 1867.

SIR: I have to state with deep regret that the Monongahela, under my command, is now lying on the beach, in front of the town of Frederiksted, St. Croix, where she was thrown on the 18th instant by an influx of the sea, the effect of the most fatal earthquake ever known here. The shock occurred about 3 o'clock p. m. Up to that time the weather was serene, and no indication of a change shown by the barometer, which stood at 30° 15". The first indication we had of the earthquake was a violent trembling of the ship, resembling the blowing off of steam from the boiler. This lasted some 30 seconds, and immediately after the water was observed receding rapidly from the beach; the current changed almost immediately, and bore the ship towards the beach, carrying out all the cable, and drawing the bolts from the keelson, without the slightest effect in checking her terrific speed towards the beach. Another anchor was ordered to be let go, but in a few seconds she was in too shoal water for the anchor to be of any avail. When within a few yards of the beach the reflux of the tide checked her speed for a moment, and a light breeze from the land gave me a momentary hope that the jib and foretopmast staysail might pay her head off shore, and thus, in the reflux of the wave, to be taken in water sufficiently deep to float, and be then brought up by the other anchor. These sails were immediately set, and she played off so as to bring her broadside to the beach. When the sea returned in the form of a wall of water 25 or 30 feet high, it carried her over the warehouses into the first street fronting the bay. The reflux of this wave carried her back towards the beach, leaving her nearly perpendicular on a coral reef, where she has now keeled over to an angle of 15°. All this was the work of only some three minutes of time. Soon after the waters of the bay subsided into their naturally quiet condition, leaving us high and dry on the beach. During her progress towards the beach she struck heavily two or three times. The first lurch carried the rifle gun on the forecastle overboard. Had the ship been carried some 10 or 15 feet further out she must inevitably have gone on her beam-ends, resulting, I fear, in her entire destruction, and in the loss of many lives. Providentially only three (3) men were lost; these were in the boats at the time the shock commenced. The boats that were down were swamped with the exception of my gig, which was crushed under the keel, killing my coxswain, a most valuable man. During this terrible scene the officers

and crew behaved with coolness and subordination. It affords me great satisfaction to state that, after a careful examination of the position and condition of the ship, I am enabled to report that her hull has sustained no serious injury. The sternpost is bent, and some twenty (20) feet of her keel is partially gone; the propeller and shaft are uninjured; the lower pintle of the rudder is gone; no other damage is sustained by it; no other damage done to her hull than two sheets of copper torn from her starboard bilge and from her keel. She now lies on a coral reef which forms a solid foundation on which ways may be built. She can thus be launched in water ten (10) feet deep, at 100 feet from the beach. Gentlemen ashore, who were looking at the ship when the shock occurred, declared that the bottom of the bay was visible where there was before, and is now, 30 or 40 fathoms of water.

* * * * *

I think there is no insuperable obstacle to her being put afloat out here, provided a gang of 10 or 12 good ship carpenters be sent out with the naval constructor, as her engines and boilers seem to have sustained no serious injury. A noble and valuable ship may thus be saved to the navy with all her stores and equipments.

Very respectfully, your obedient servant,

S. B. BISSELL,
Commodore Commanding.

Rear-Admiral J. S. PALMER,
Commanding North Atlantic Squadron.

REPORT OF THE LAUNCHING OF THE MONONGAHELA.

NAVY YARD, *New York*, June 8, 1868.

SIR: In obedience to your order of December 23, 1867, and of subsequent instructions from the chief of the Bureau of Construction, &c., I have respectfully to report as follows, viz:

After having made preliminary arrangements, aided by the assistance of Rear-Admiral Charles Bell and Naval Constructor B. F. Delano, of this yard, on the 24th December, 1867, with 26 mechanics, I took passage on the bark Purveyor, and sailed from the navy yard, New York, on the 17th January, 1868, for Frederiksted, Island of St. Croix, West Indies, for the purpose of putting afloat the United States steamer Monongahela, thrown ashore at that place by the earthquake wave of the 18th November, 1867.

We arrived and anchored in the roadstead of Frederiksted on the 31st January, 1868. Showed my orders to Commodore S. B. Bissell, United States navy, who obtained permission from the Danish authorities to land workmen and materials. Got tools and materials ashore, and commenced work repairing the bottom and keel of the Monongahela on the morning of February 1st. The work progressed satisfactorily until 1 p. m. of March 4th, previous to which time the starboard bilge had been calked and coppered; the afterpiece of keel replaced; the metal shoe removed, and strengthening pieces placed upon the sides of the keel, extending aft to the heel of the rudder-post, to secure it; the rudder-post repaired; rudder hung; the ship raised up 21 inches; four launching ways, 240 feet long, laid under the ship, and into water 12½ feet deep, when the vessel started from her position and went a distance of 80 feet, breaking down through the launching ways into 5½ feet of water, as detailed to the bureau in report of the 14th March. On the morning of the 5th March

we commenced to clear away the debris and place launching ways under the ship's bottom. There were placed under the ship 23 ways, in lengths from 40 to 160 feet, and in widths from 1 foot to 2½ feet.

The launching ways were all placed under the ship by the 19th March, when we commenced to remove the packing from over the old ways. This proved to be slow and tedious work; we used powder for this purpose, exploding it with blasting fuse, placed in long tin tubes, until the 10th April, the fuse being all used. On the 11th April, made a torpedo, exploding it with a friction primer, which answered well, by which means we were enabled to remove all of the old packing by the 16th April.

On the 17th April we commenced to move the ship towards deep water, from which time we worked steadily until 9.30 p. m. of the 11th May, when the ship was floated in 14½ feet water.

The repairs on the Monongahela were commenced on the morning of the 12th May; caulked the outside of the ship, hand taut, from copper to gunwale; planked the port side, in wake of forward long port, for a length of 60 feet, fore and aft, and from copper to gunwale with five inches plank; bolted the plank edgewise and treenailed the seams, over which was placed a course of four inches plank 40 feet long, extending from copper to the rail—the whole square fastened with iron ¾-inch and ⅝-inch diameter.

The repairs were completed, the shores and ways taken apart, the anchors, chains and all of the materials shipped on board of the Purveyor at noon of the 20th May.

Sailed from Frederiksted, St. Croix, at 8 a. m. on the 21st May. Anchored in New York bay at 8 p. m. of the 1st June.

All of the launching materials were got out of the Purveyor; eight large anchors placed; nearly one thousand fathoms of chain cable laid out; the large purchase blocks lashed and the falls rove off, and all of the materials reshipped by and under the supervision of Acting Master William Budd, commanding bark Purveyor.

It gives me pleasure to bear testimony to the valuable assistance rendered by Acting Master William Budd; to the cheerfulness and energy with which the large amount of work, volunteered, was performed by and under his direction. Also to the assistance rendered by Chief Engineer J. Q. A. Zeigler, of the Monongahela, who was indefatigable in his exertions.

I have also to report the gratifying fact that all of the workmen taken from New York were brought back, except one (as stated to the bureau in report of May 10th) discharged at St. Croix, and that they enjoyed uniform good health when the yellow fever was epidemic and "worse than it had been for twenty years."

The workmen, with a few exceptions, worked and behaved in a manner that was highly creditable, and deserve to have the preference of work in the government navy yards.

Very respectfully, your obedient servant,

THOMAS DAVIDSON, JR.,

Naval Constructor.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

REPORT OF EARTHQUAKE IN PERU.

UNITED STATES FLAG-SHIP POWHATAN, (1st rate,)

Callao, Peru, August 18, 1868.

SIR: As the press of the United States will doubtless give detailed and voluminous reports of the earthquake which occurred on this coast on the 13th instant, and prevailed more or less, so far as reports have reached us, both to the north and south of this point, the department may be interested to know my experience of it here, where it was much less severe than elsewhere, although sufficient to create extreme anxiety and great consternation.

It was announced about 5 o'clock in the afternoon by not what could be termed shocks, but rather sensible agitations of the surface, so gentle as rather to resemble the tremulous action of heavy casks rolling upon the deck.

This continued through the space of perhaps from three to five minutes, and did not recur in the harbor again during the entire seven or eight hours of its visible effect upon its waters, which were in a state of active agitation from 5 p. m. till about midnight.

About 6 p. m. a gentle surge of the sea advanced sluggishly, rising far above the wharves, inundating a considerable portion of the lower part of the city, and receding again at the same measured pace, without causing any material damage.

This alternate action of the waters, advancing and receding at measured periods, continued from that time till it ceased entirely, about midnight, leaving the tide at a very low ebb, where it remained more or less for 48 hours after the first effect was felt.

The waters in the harbor were so disturbed by eddies and currents running riot in every direction, sweeping the ship like a top around her anchor, that I deemed it a wise precaution to remove her at once to a place of safety, at least where a more perfect control could be obtained over her movements in case of necessity. I therefore ordered her got under way, as soon as steam could be raised, and put to sea, remaining out all night and returning the following morning, at which time everything had subsided, and things had resumed their usual and natural aspect.

This is briefly a narrative of what occurred here, but at other points, the Chincha islands for example, some 15 miles distant from the coast, and more than a hundred from this point, reports represent a much more violent visitation, causing very serious disaster among the shipping there.

It is said, also, to have been very severe at Pisco, destroying some important works there, which is upon the same meridian with the Chincha islands, distant about 15 miles.

I have the honor to remain, very respectfully, your obedient servant,

T. TURNER,

Rear-Admiral Commanding South Pacific Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Destruction of the Fredonia.—Stranding of the Wateree.

UNITED STATES FLAG-SHIP POWHATAN, (1st rate,)

Callao, Peru, August 20, 1868.

SIR: I had just completed my despatch, No. 15, dated August 18th instant, detailing a brief narrative of the events attending the earthquake here on the 13th instant, when the English mail steamer arrived from Arica,

bringing as passengers Paymaster Williams and Master White with the appalling intelligence of the loss of the United States ships Wateree and Fredonia by the same awful convulsion, the latter utterly destroyed, with the loss of nearly every one on board.

It is impossible for me to furnish the department with any further details than are contained in the letters of Captain Doty, enclosure No. 1, and Commander Gillis, enclosure No. 2, copies of which are herewith enclosed, and in the personal statement of Mr. White, who bears these despatches, and who was himself a spectator and sufferer throughout this terrific occasion.

I am using every despatch to get the ship to sea, and proceed at once to Arica, as soon as a sufficient quantity of coals, water, and provisions can be got on board.

As Mr. White will inform you that at the time of his departure from Arica there were constant recurrences of shocks, some of them still quite severe, you may be anxious with respect to this ship, which I am about to take there.

I desire to inform you that I shall keep constantly a strong head of steam on during my stay there, ready to slip and put to sea at a moment's warning, on the approach of any apparent imminent danger.

Various considerations constrain me to think that my duty is at once to repair there, although there may be some risk.

Every moment the most frightful accounts of the effects of this earthquake are coming in from the south and from the interior, by far the most devastating and extensive that has ever occurred in South America.

Some eight or ten of its largest cities on this side of the Andes, in the graphic language of a letter received at the minister's to-day, "cease to exist." Arequipa, containing nearly 100,000 people, has not a single house left standing.

It only remains for me to terminate this sad but short record, by the mention of a fact not contained in my official despatches, which enhances the gloom and sadness with which this terrible calamity has overshadowed us all in this squadron.

Two American ladies, wives of two of the officers on service in the bay of Arica, fell victims to it. The one, Mrs. Dyer, was dining on board the Fredonia, the other, Mrs. Johnson, was crushed to death in the arms of her husband on shore, bearing her from the house in which they were dwelling, whilst by a miracle he escaped himself.

I enclose herewith copy of a letter received to-day from the minister, General Hovey, enclosure No. 3, with my reply, enclosure No. 4.

I have had an interview with the President of the republic this afternoon, and proffered my services to take down provisions, surgeons, and nurses, to the extent of the capacity of this ship.

At the earliest moment after my arrival there, I will advise the honorable Secretary of the Navy of the condition of everything relating to the government property.

Mr. White will inform you that there is not a vestige left of the Fredonia. The last seen of her she was being carried entirely around the island of Alacran, where in this wild tumult of the waters she must have been dashed to pieces on its shores.

I sail to-morrow for Arica.

Very respectfully, your obedient servant,

T. TURNER,

Rear-Admiral Commanding South Pacific Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER WATEREE, (3d rate,)

Arica, Peru, August 15, 1868.

SIR: It has become my painful duty to report to you, that on the 13th instant at 7.20 this vessel was forced on shore by the tremendous sea following a very heavy earthquake, which totally destroyed the city of Arica, and caused a great loss of life. I am happy to be able to state that but one of the crew of this vessel is known to have perished, although several are missing, they having been sent on shore to render assistance and not having returned. I have also to report the loss of the United States storeship *Fredonia*, the only persons saved from her being the commanding officer, Captain G. W. Doty, the paymaster and surgeon and two of the crew. The bodies of Acting Master Organ and five of the crew have been washed on shore, and I am making arrangements for their burial. The *Waterree* lies to the northward and westward of the city, distant about three miles, and 450 yards inshore from high-water mark; she has been very much strained, but the hull is still perfect as far as I can discover, no places having started, and she lies upright and about level. The surf opposite to us is heavy at all times, so that I do not think that any attempt at getting her off by digging a trench would prove successful, as for building ways and attempting to slide her off, even if successful, I do not believe that it could be done without going to a much greater expense than would be warranted, greater than the original cost of the vessel, and then in my judgment there would be but a slight chance, even had I everything necessary for such an undertaking, owing to the heavy surf, and the necessity of raising the vessel in order to obtain an incline sufficient to be able to start her, as where she now lies she is not more than ten feet above high water.

The crew remain on board during the daytime, but as there is a continued recurrence of the shocks, and the Peruvian corvette *America* lies broadside on almost directly in front of the *Waterree*, and if there should occur another heavy sea, this vessel would be almost certain to be crushed, I have taken the precaution to move the officers and crew on shore at night.

I have done all that I could for the relief of the inhabitants, and shall continue to do so, but I am obliged to refuse any further succor in the way of provisions as my own supply has been very much diminished.

I shall remain by the ship until I receive instructions from yourself, which I anxiously await; in the meantime I am having every preparation made for a removal.

As the anchors are gone, if another heavy sea comes in and sweeps the vessel out she would be no better than a helpless wreck.

I shall send this by Master O. White for personal delivery, and also to give you further particulars.

I have seen Captain Doty but once since the 13th, and then he gave me no instructions, and I do not know where he is at present, further than I suppose that he must be in Arica, and being ignorant of his whereabouts I am obliged to send this direct.

I am, very respectfully, your obedient servant,

JAMES H. GILLIS,

Commander United States Navy.

Rear-Admiral T. TURNER,

Commanding South Pacific Squadron,

U. S. Flag-ship Porchatan, Callao, Peru.

LEGATION U. S. A., LIMA, PERU, August 20, 1868.

MY DEAR ADMIRAL: Do not fail to do all you can to alleviate the sufferings of those who have borne the terrible calamity of the late earthquake in Peru. I not only request, but beg you to leave no effort undone that may aid them in this hour of their direst misfortune. If necessary, pray make your vessel, like merchantmen, to take food and necessaries to all those who may now lie suffering. Tell me how many medical men and assistants may be able to find passage on the Powhatan to-morrow. I know your generous nature, and am sure our government will fully sanction all that you can do in this great cause of humanity.

I am, my dear admiral, yours very truly,

ALVIN P. HOVEY.

Rear-Admiral T. TURNER, U. S. N.,

Commanding South Pacific Squadron, Present.

LEGATION U. S. A., LIMA, PERU, August 20, 1868.

MY DEAR GENERAL: I have received your letter. I deeply sympathize, like yourself, with the sufferers of this world-wide calamity. I do not ask if they are Peruvians or Americans, they are fellow-beings. Send whom you wish to my ship, or at least to the flag-ship, for Captain McDougal is her captain. We will try and take care of them to Arica.

Truly yours,

T. TURNER,

Rear-Admiral United States Navy.

Major General A. P. HOVEY.

The Fredonia.

ARICA, PERU, August 16, 1868.

SIR: I have to report the death by shipwreck during the earthquake of the 13th instant of the following:

Acting master, Ben. Dyer and wife; acting master, David Organ; paymaster's clerk, Oliver Cromwell; paymaster's writer, T. W. Hunt; apothecary, Rudolph Borgstedt; boatswain's mate, Nicholas Schravessinde; carpenter's mate, George Binder; yeoman, Charles White; ship's cook, Sylvester Huggins; coxswain, August Muller; quartermaster, Simon Tanner; cabin steward, John Lambach; wardroom steward, John Smith; captain of the hold, William Kren; seamen, Henry Hazenburgh, William Patterson, Richard Murray, Charles Venderborn, Jacob King, Peter and Henry Johnson, (brothers,) Henry Voss, Henry Gillen, Hans Hohn, Charles Shoemaker; ordinary seamen, John Bickers, — Afong.

The following remain alive:

Captain, G. W. Doty, paymaster, W. W. Williams; passed assistant surgeon, F. L. Dubois; master-at-arms, Charles Seville; quartermaster, August Tanner.

Very respectfully, your obedient servant.

F. L. DUBOIS,

Passed Assistant Surgeon.

Report of Passed Assistant Surgeon F. L. Dubois.

[As the report of Captain Doty, of the *Fredonia*, furnishes no particulars of her loss, the following account by the Surgeon of that vessel is given:]

"Temblors," or slight tremblings of the earth, are of frequent occurrence in Arica; more so, probably, than at any other point on the coast. Before the 13th of August they were felt for a month more frequently than usual, and some quite severe.

On the afternoon of August 13th, just after dinner, (five o'clock and some minutes,) and while the officers and Mrs. Dyer were still below, suddenly the ship began to tremble violently, and we rushed on deck to learn the cause, which we already suspected. We saw the town of Arica, the plains around and the high land to the southward, enveloped in clouds of dust, while huge rocks were falling from the crest of the Moro into the sea. As the wind carried the dust away, we saw that a great number of houses had fallen, while the inhabitants were frantically rushing hither and thither in the street nearest the sea. Meanwhile the ship continued to shake fearfully, as if in a huge caldron of boiling water. Preparations were made for emergencies, and all looked anxiously seaward, fearing the tidal wave of which we had read. The water, however, seemed calm, and no rising or falling was apparent. The boat was long since ready to take the paymaster and myself ashore; and although we all felt it to be safer on board, I knew that my services, at least, must be required on shore without delay, and we went. We reached the mole without difficulty, and the boat immediately put back. She met a current when about half way to the ship which carried her half a mile to the northward, and then another which brought her back almost along side the *Fredonia*, and by means of which she regained the ship. The two survivors from the ill-fated crew inform me that every preparation was made, and that officers and crew behaved nobly, were quiet, collected, and worked well. The chain was hauled up on deck ready for letting go, the hatches battened down, sails set, the launch (which was on deck) was fitted with oars, masts and sails, and made ready for hoisting overboard. In the course of a few hours, and while still at her anchorage, (I think in six fathoms of water,) they state that the sea retired bodily, leaving the ship on the bottom; she careened over on her side, and in a few moments, with the force of an Alpine avalanche, the sea returned, breaking the ship into atoms and washing every one off. After this they saw no one save the wardroom steward, who with them regained and clung to a portion of the wreck until about 3 a. m., when he, through fatigue or delirium, (for he had been talking wildly,) lost his hold and his life. During the whole night the sea rose and fell and was agitated by a thousand diverse currents; yet, in some way which I cannot conceive, these two sailors managed to live it out, and after daybreak, battered, wounded, and almost exhausted, were rescued by one of the America's boats.

The paymaster and I landed at the mole, and seeing that the houses of the town were still falling and the ground trembling, dared not enter among the ruins. We met a number of persons flying in terror towards the sea, who begged us for God's sake to allow them to go on board in our boat. We saw the earth cracked open in several places, from some of which water was flowing, and the largest, which was quite long, I estimated to be 18 inches wide and 5 feet deep. As may be inferred, I did not tarry long to make a critical survey. Taking one of the back streets where most of the walls had already fallen, we ascended the hill, assisting a few persons who were almost exhausted by fruitlessly rushing

everywhere in their fright. Many of the inhabitants had already hastened to the hill, but many more remained in the town, chiefly in the main plaza. We noticed that the sea was greatly agitated, and the keeper of the Wateree's gig was in great danger, being tossed about in every direction. We then (some 15 minutes after landing) saw the sea was beginning to pass its natural boundaries, the first waves but slightly, but each one increasing in force and height. About this time I saw the Peruvian corvette *America* take a turn around the whole harbor, in beautiful style, and head out to sea. We all supposed she had steam up and was running out of danger, but we afterwards learned she was only being carried irresistibly by a strong current.

The custom-house, Europe Hotel, the mill and some other houses, all of which were two-storied buildings, had withstood the shock. Indeed, such houses all fared best, probably because more strongly built. The sea gradually approached them, each wave more furious in its strength, and one by one the massive walls and buildings fell, disappeared and were carried out to sea.

The ocean was by this time covered with debris, consisting of houses, the mole, wrecked boats, and whole gardens with their trees and shrubbery. Many persons who had taken refuge on the mole were carried to sea on it, as well as others who had remained in the town. A few of these were rescued, and but few. Hundreds still remained in the plaza, and would have shared the same fate, had they not been warned of the approach of the tidal wave by the frantic cries and gestures of those on the hill. They seemed utterly unconscious that the waves were swallowing up the town within half a square of them, and approaching them with frightful speed. They barely escaped before the billows swept the entire plaza.

Meanwhile the six vessels in the harbor were swinging and drifting in every direction. While one would be rushing furiously to the east, another with equal speed would be carried near by her to the west. The currents have been officially reported at 10½ knots per hour. I saw the sea retire and leave one vessel on the bottom. She went over on her beam-ends, but the returning wave righted her. I descended the hill as far as I dare, several times, to look for the *Fredonia*, but she was hidden from view by the *Moro*. The scene on the hill was heart-rending. Every few moments the earth was violently shaken, and there generally preceded and accompanied these movements a deep, low, muttering sound like the base notes of an organ. The dogs were always aware of the coming of a "temblor" before their masters, and uttered fearful howls. These were the signals for the inhabitants, upon which they would prostrate themselves on their knees, throw their arms at right angles to their body, so as to form a cross, and cry to Heaven for mercy. Women were crying and screaming; near relatives seeking each other, many of whom were never to be found; the wounded were with difficulty carried to places of safety; several women from fright aborted or miscarried, some of whom died; while at the same time the desolating scenes in the city below were of such an appalling character and on such a grand scale, that one stood entranced, gazing at them, and scarcely thought of his own danger. Many thought, and not without reason, that the last day had come.

Night came on before any of the ships had been cast on shore. Fires were lighted near each group, showing the various hills and upper part of the valley to be occupied by the fugitives. Thus we anxiously "looked for the morn."

About 11 o'clock, some of the *America's* officers, and soon after some from the *Wateree*, arrived and gave us news of their own vessels, and of the two merchant ships which had been washed on shore.

The wife of Lieutenant Commander Johnson had before dark been killed, while endeavoring to escape with her husband from the town. Her body was with difficulty drawn from the ruins before the entrance of the sea. It is a singular fact that the house in which she was living was almost the only one left standing the next day, and the only person who voluntarily remained in the town all that night was a "padre" who resided there, and refused to leave, but remained there on his knees till morning. His escape was marvellous, for all the houses near were prostrated, and the sea had washed the lower story.

During the night 75 shocks were felt, and from time to time we could hear the sea crashing among the ruins of the town. By morning the waters had retired almost to their former level, and the shocks had become less frequent and severe. I descended into the town, and was first made aware of the fate of the Fredonia, by finding her stores strewn on the beach, and as I afterwards found them for miles both above and below the town. As a proof that she must have been completely broken to pieces at once, I will state the bureau which was in the paymaster's state-room, on the lower deck, was washed on shore entire and without losing a drawer, though none were locked. Not a vestige of any of her seven boats has since been seen.

Dr. Winslow, of the Wateree, had come on shore for the same reason as I. We searched out all the wounded we could find, and as far as we were able attended to their wants.

About 11 a. m. the two men rescued from the Fredonia reached the hill, and pointed out the part of the wreck from which they had been taken, lying about half a mile from shore, and towards which I soon noticed it was drifting; at 1 p. m. it was beached, distance above the town about a mile and a half. I went over to examine it, found pieces of the bow, stern and one side, together with some spars and timbers. I walked over it, but the sea coming nearer and nearer, I retired with becoming haste. In three minutes it was entirely covered by the sea, showing a rise of some eight feet, and proving that there still existed an unusual commotion in the waters. I also visited the Wateree, still further north of the town, which I found well located and perfectly upright, pointed towards the sea, from which it was distant 450 yards. The America was much nearer the beach, lying on one side and badly injured. She had lost her captain, surgeon, several other officers, and many of her crew; the Wateree not a man. The two merchant vessels were in a still worse condition, and had lost most of their crews. Of the other merchant vessel not a trace has since been seen. I was informed that the crew of the Wateree behaved nobly, while that of the America was completely demoralized, and devoted themselves principally to howling.

Dr. Winslow was required the same morning to return to the Wateree, and remain there in charge of his own sick, and many wounded from the America. Her surgeon lost his life while endeavoring to rescue some females who were floating in the water. The doctors of the town left the same day, and I was the only medical man to look out for the wounded. Of course I found plenty to do during the time I remained in Arica, viz., till the 29th of August, and particularly for the first three days, when I was alone. Dressing and splints had to be extemporized, and severe compound and comminuted fractures treated by very rough methods, the results of many of which I shall probably never learn.

Tents were constructed on the day following the disaster of every conceivable material, among which I saw several made of maps of Bolivia. Almost anything one might wish could be picked up on the beach, from

a tooth-pick to a piano-forte. Liquors were particularly abundant; so much so that for three days even the most miserable "cholo," or negro, would drink nothing but champagne. Provisions were plenty for those who could go and pick them up, as likewise articles of clothing. These all offered incentives to the thieves of the town and neighboring country to rob and pillage. What they did not need or could not carry away they destroyed, often in the very presence of their owners. The military appeared to take little trouble to prevent these outrages, and it seemed easier to rob what was not one's own than to obtain that which was. The "temblors" continued daily, some eight or ten per diem, until I left, gradually, however, becoming fewer.

To show the power of the waves I will state that almost all the bodies which were recovered were naked. Had this been the case in one or two instances it could have been attributed to their stripping in order to swim more freely, but it was the rule and not the exception. Nine bodies from the Fredonia were found, recognized, and buried, some showing few bruises, others horribly mutilated.

As an instance of the agony that some suffered during that night I will mention the following: A man who had broken his leg some time before was lying in a house near the mole. The house was knocked down, but the man was rescued by his friends, who placed him in a launch as the most secure place. The launch was torn from its moorings and carried with them all far out to sea, brought back, and dashed to pieces against the mole. The poor man was, however, saved and placed in another launch larger and stronger, and on shore. This was served as the other, and, after a short cruise, was landed in the plaza, and the sea retired. It was now a question of life or death with his friends; self-preservation was stronger than friendship, and leaping from the launch they only managed to gain the hillside in time to escape the incoming wave which followed fast and washed their feet. The man was left to his fate, unable to move. All night long the launch was tossed here and there, now carried out to sea, now dashed with force among the ruins of the town, and again deluged with water. Notwithstanding all this he was next morning rescued, and when last I saw him he was quite jolly, smoking his pipe and drinking his beer.

To tell of all the sufferings would be impossible. Families previously wealthy and living in luxury are now in abject poverty, living in the open air, or crowded into small tents. Fortunately, from Tacna and the Wateree, as well as from the ruins, their immediate wants were met, and their supplies of fresh water had not been destroyed as in other places. The temperament and education of the people caused them to conceal their grief, and I believe they did not feel their calamity as severely as our people would have done.

Before I left temporary hospitals had been erected, and they were beginning to construct small frame houses, regularly laid out in streets, on a higher level than the town had lately occupied. Notwithstanding the fact that three-fourths (and the best portion) of the town has been washed away by the sea, I believe before five years the principal part of the new town will occupy the site of the old.

At the time we left the prefect informed one of the officers that they had buried and burned 450 bodies, so that the total loss of life cannot be estimated at less than 500.

F. L. DUBOIS,

Passed Assistant Surgeon United States Navy.

Detailed report of the loss of the Wateree.

UNITED STATES STEAMER WATEREE, (3d rate,) *Arica, Peru, August 20, 1868.*

SIR: I respectfully submit the following detailed report of the circumstances attending the stranding of this vessel on the 13th instant:

At 5.05 p. m. on that day, a rumbling noise, accompanied by a tremulous motion of the ship, was observed. This increased in force rapidly until it was evident that an unusually severe shock of an earthquake was taking place, and I proceeded on deck, and, while standing there, looking at the city, I observed the buildings commence to crumble down, and in less than a minute the whole city was but a mass of ruins, scarcely a house being left standing.

I immediately gave orders to secure the battery, have the second anchor ready to let go, chain ready to veer, and the hatches battened down. I then had a boat called away, and, as there was no indications of the sea coming in, at 5.20 took the doctor and paymaster and proceeded on shore, ordering all boats to follow as soon as possible, for the purpose of rendering such assistance as might be needed. I met Captain Doty on the wharf, and he directed me to send on board for as many men as could be spared, to assist in extricating those who had been buried beneath the ruins; but it was impossible to get the boat to the wharf again, as the sea was by this time rapidly receding. I also met Lieutenant Commander M. L. Johnson, of this vessel, who requested me to give him assistance to extricate his wife from amongst the ruins. I took a party with me, and succeeded in recovering her remains before the water reached the place where she was buried. She was doubtless killed instantly, but it has been a great satisfaction to all of us to be able to give Christian burial at this time to a brother officer's wife.

At 5.32 the sea commenced to rise rapidly, and the ship, in a violent current, setting along the beach to northward and eastward, commenced dragging. I immediately let go the second anchor, and veered away chain, which brought her up. Four men were stationed at the wheel. About this time the mole was submerged, and the sea had come up to the houses nearest the beach, the people rushing to the Morro. After several minutes there was a sudden reflux, and the ship swung to seaward; sheering her with the helm to keep the chains clear, more chain was veered away, until there were ninety (90) fathoms on starboard, and seventy-five (75) fathoms on port anchor.

A bark and brig in shore of the Wateree were left aground; after a lapse of a few minutes the sea rushed in again, veered away to ninety-five (95) fathoms on port, and one hundred (100) on starboard chain. It was now near 6 o'clock. The brig was washed ashore, and the bark on her beam ends, a wreck. The United States ship Fredonia, Peruvian corvette America, English bark Chañareillo, and this vessel, were still holding on.

There was an ebb and flow of the sea for some little time after this, the water being covered with floating debris. Several shore boats with people in them were picked up while drifting past us, and one boat with eight (8) men from the English bark Chañareillo. A little before 6 o'clock Midshipman Taussig was sent in the first cutter to the relief of a drowning man floating past. Between 6 and 7 there was another tremendous rising of the sea, and as it receded the ship was swung violently seaward, and, after holding on for about a minute, the deck stoppers parted, the chain flew rapidly out of the hawse pipes, tearing

away compartments between the lockers, and, being both shackled together, brought on the light underneath upper deck. The ship now commenced to drift rapidly seaward, passing very near Alacran island, but clear of it, when the sea very suddenly commenced to rush in again. The vessel swung violently around, and in doing so just cleared the English bark Chañarcillo; a severe strain came upon the chains, and the starboard one parted close to hawse pipes, and the ship drifted rapidly towards shore. About this time saw the America go on her beam ends, and heard terrible groans and cries proceeding from her. The English bark Chañarcillo was also on her beam ends. The sky was now completely overcast. About 6.55 the ship was among the breakers, and several heavy seas broke over her, but did no other injury than throwing the vessel nearly on her beam ends, (she quickly righted again,) breaking paddle-box, bending portion of rim and braces of starboard wheels, jamming the wheel itself against the side, and carrying away store-rooms on the guard forward, and part of starboard hammock netting.

Life lines were got up fore and aft. Shortly afterwards the wheel ropes parted. Several seas came in after this, and, about 7.20, vessel took to bottom, close up to a high bank, about four hundred and seventy (470) yards from, and twelve (12) feet above, high water mark.

Once or twice afterwards the sea came up, but not high enough to float the vessel.

When first beached the ship was lying about broadside to the sea coming in, but was finally washed around until her head lay west half south by compass, and head on to the beach.

During the ebb and flow of the sea the wheels turned very easily, and added but slightly to the strain on the chains. All boats except the "dinghy" were lost. The pumps were sounded frequently during time of being washed ashore, but not enough water was found to cause any apprehension of a leak.

Heavy shocks of earthquake were felt at short intervals from time of occurrence of first one, until the following morning. I cannot sufficiently express my appreciation of the conduct of the officers and men during this trying time, and my great regret is that I am not able to bear personal testimony to the same; but all speak in the highest terms of the officer-like bearing of the executive officer, Lieutenant Commander M. S. Stuyvesant, and from him I have the assurance that every officer and man did his duty faithfully, and that there was at no time the slightest confusion, and when I returned to the ship, at a little after 2 a. m., everything was in as perfect order as it was possible to be under the circumstances, and no one would have supposed that the ship had passed through so terrible an ordeal.

I have had the height to which the solid sea wave rose measured, and find that it is 42 feet and 5 inches, and the wash is from 10 to 15 feet higher.

I would specially recommend to the consideration of the government for some suitable reward for gallant conduct and meritorious services during the earthquake, and while remaining at the wreck, the following named men, viz: Richard Fowle, signal quartermaster; Michael Burke, quartermaster; William Reed, quarter gunner; Henry Wilson, quarter gunner; George Woodgate, painter; John Johnson, carpenter; Louis Rector, sailmaker's mate; Johan Kellner and Martin Green, 1st class firemen; John Cammerson, 2d class fireman; William Richards, George Pettit and William Stonebrink, seamen; John Murphy, 2d, ordinary seaman; George W. Reed, captain's steward; Louis Mussey, captain's cook;

John Seeley, wardroom cook; Antonio Emanuel, steerage cook; and Charles Brown, cabin boy.

I would not forget to mention my appreciation of the conduct of Midshipman E. D. Taussig, who so gallantly volunteered to save the life of a drowning man, and when he found that he could not make the ship again, went on board the Peruvian corvette *America*, and there rendered material assistance in securing the battery.

Very respectfully, your obedient servant,

JAMES H. GILLIS,
Commander, United States Navy.

Rear-Admiral T. TURNER,
*Commanding South Pacific Squadron,
Flag ship Pouchatan, Arica, Peru.*

Appearance of the city of Arica.

UNITED STATES FLAG-SHIP POWHATAN, (1st rate,) *Bay of Callao, Peru, September 3, 1868.*

SIR: The honorable Secretary may be desirous to learn from me the condition and appearance of the city of Arica, as I found it on my arrival, occasioned by the terrific earthquake of the 13th ultimo, which has devastated more or less of this whole coast.

The upper part of the city, which from its elevation escaped the encroachment of the sea, has not a single house or wall left standing—it is in one confused mass of ruins, more or less in every part prostrate; whilst the lower part, which comprised chiefly the better and more substantial order of edifices, including a large custom-house of stone mason work, is literally as perfectly swept away, even the foundations, as though they had never existed, and present the appearance of a waste that had been ravaged by the waters of a mighty river, carrying everything before it in its irresistible volume.

The inhabitants of the city, destitute of everything but the clothes in which they stand, are dispersed upon the heights and crests overlooking the city, living under tents of canvas, those who were so fortunate as to obtain them, and under mats, the fabric of the country, without food and without the common necessities of life, other than those which have been generously bestowed by the charities of sympathizing strangers.

Availing myself of the authority contained in paragraph 158 of the Regulations of the Navy, I directed for their relief a liberal distribution of provisions and clothing of the squadron, which was not only received by them with the most lively demonstrations of joy and gratitude, but has produced a most profound impression upon the minds and sensibilities of the population of Peru at large.

It is of some satisfaction to me to inform the honorable Secretary that three of the vessels of this command were the first of a national character on the spot—two French and one English vessel of war coming in afterwards—and that the officers and men of our ships emulated and vied with each other in administering to this suffering community, both publicly and privately, in a manner which has left a most memorable record to their lasting honor and reputation, as the citizens of a Christian country.

At the time of my departure it was affirmed that a number of the dead still remained under the ruins, who had not been sought for or

removed; the people, crushed in spirit, stricken by grief and paralyzed by fright, seemed without hope, animation or object, and to have surrendered themselves to desperation and despondency, without either the expectation or desire to rebuild for themselves homes upon a spot which has been commemorated by so frightful a tragedy.

It may be a matter of interest to the honorable Secretary, as a physical fact, to be informed that the soundings in Arica bay have been materially changed by this convulsion, the depth having decreased from and outside of the anchorage, seaward.

Very respectfully, your obedient servant,

T. TURNER,

Rear-Admiral, Commanding South Pacific Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

NAVAL ACADEMY.

REPORT OF THE BOARD OF VISITORS, 1868.

UNITED STATES NAVAL ACADEMY,
Annapolis, Maryland, June 5, 1868.

SIR: The board of visitors appointed to witness the examination of the several classes in the Naval Academy, and to inquire into the state of the police, discipline, and management of the institution, now has the honor to report :

The board assembled at Annapolis on the 20th of May, and entered immediately upon its duties, holding regular daily meetings until the 5th instant. For the fuller examination of the various departments the board appointed committees to pay special attention to the subjects respectively assigned to them, while the full board was present at all the practical exercises of the midshipmen. Every assistance has been rendered by the superintendent and the other officers for the very fullest investigation of the whole system of instruction in its minutest details. We have witnessed the different class examinations, so far as was possible, where the classes are numerous and the studies of great variety.

As the general result we would express great satisfaction with the progress of the midshipmen in their studies and with the methods of instruction. The professors and instructors seem to be animated with a singular enthusiasm for the work in which they are engaged, and while each of them seems to be impressed with the importance of his own special department, it is not to such a degree as to lose sight of the great object towards which all their efforts should be directed. That object, in the estimation of the board, is not to send forth graduates of high scientific attainments, or proficient in one or several branches of learning, but to prepare the youths who are here brought together for the practical duties of a sea officer. We have kept this constantly in our minds during the whole of our examination, and whatever suggestions we may have to offer will be found to grow out of our conviction that every system of naval instruction needs to be narrowly watched, lest it should by insensible degrees be warped from its real and only legitimate objects. Without entering further upon this line of remark, we will present the result of our observations and inquiries more in detail.

In the department of seamanship we were gratified at the proficiency shown in the performance of all the routine duties of the seaman in getting a ship under way, and in loosing, furling, and reefing sails. These exercises were performed with precision and skill. We were particularly pleased with the exercise of stripping ship, which was done with an orderly rapidity very creditable to the midshipmen and to their instructors. The same may be said of the boat practice of naval steam tactics. The oral examinations of the class room enabled us to witness the method of instruction in seamanship, and we think it admirable in every respect. The results are quite as great as can be expected from pupils with so short an actual acquaintance with sea duties as the midshipmen have had. Considerable expertness in handling ships cannot be looked for,

but the familiarity with the actual duties of the seamen aloft, besides its other uses, tends to increase the sympathy which should always exist between officers and men. Officers thus learn to understand difficulties which otherwise they cannot so fully appreciate, and in this particular these exercises we think are of great importance. The study of marine architecture, recently introduced, has been prosecuted with success, and we commend this as a very valuable addition to the course.

The instruction in gunnery is also very thorough and satisfactory, and the exercises exhibit familiar acquaintance with every branch of this most important study. The mortar practice attracted our particular notice from its uncommon precision. The frigate *Santee* furnishes an excellent and indispensable school of practice for great guns, and the target firing from that ship and all the usual exercise at quarters were very well performed. The very high condition in which the gunnery ship is kept affords to the midshipmen, as a constant study, a man-of-war in the most perfect state of order and efficiency. The importance of this cannot be overrated.

The infantry and howitzer drills were also very praiseworthy, and would do credit to regiments of disciplined soldiers. The board has learned that the naval experimental battery at Pancote has been removed, and it would suggest that it be established at or near the academy, so that it may afford additional aid in the instruction of the midshipmen. An ordnance laboratory, with convenience for making all the fuzes, primers, &c., used at the academy, might be built here at a trifling expense, and to great advantage. In view of the importance of instructing officers in the proper inspection of ordnance, we recommend, also, that there be supplied a Wade's testing machine for testing metals. We suggest, further, that increased attention be given to the subject of the use of the torpedo. It is the opinion of many intelligent officers that it is in the improvement and development of this method of naval warfare that we are to look for some such total revolution as we have seen in the general adoption of armored ships of war. We suggest, therefore, that such aids as may be necessary for full instruction in this department be supplied, so that we may not fail to be as fully prepared as other naval powers.

In the department of mathematics the board strongly recommends the abandonment of the three highest branches of study, descriptive geometry, analytical geometry, and the calculus. We would not seem to undervalue these studies as affording mental training, or to imply that they are not of value to the officer whose tastes may lead him to the scientific investigation of some collateral branches of his profession. But we think that the better opinion of the day is that other studies, that of languages, for instance, are not much, if at all, inferior to mathematics as a means of mental culture. If an officer has special talents for mathematics, and desires to pursue the study of them, he will have obtained here a sufficient basis to enable him to do so during his future career. The time passed at the academy seems to us too short to permit of an extended course, particularly if, as now, so great a portion of the first year is to be devoted to the study of arithmetic.

We consider it, however, a matter worthy of attention whether the entrance examination should not be so thorough as to preclude the necessity of any further instruction in arithmetic here. Perhaps a very rigid construction of the rules already established on this point would effect the end proposed without any raising of the present standard of admission.

We are led, however, by this reference to the standard of admission, to

observe that the study of English grammar also occupies a considerable portion of time which might be given to other studies, if the "satisfactory examination" in this branch which is required of candidates were understood to imply that nothing further should be needed to be taught here. As regards, also, the other English studies, we incline to think that the same remark which we have made as to grammar may be applied to the study of geography. There would thus be gained during the first year considerable time for the study of the elements of more purely professional branches, and also for commencing the French language. This we urgently recommend, as we consider it of importance to the proper acquisition of a foreign tongue that it should be begun as early in life as possible.

We also urge the propriety of finally dismissing all who at the end of their first year are found unprepared to pass on to the studies of the next year. The studies of the first year are so purely elementary that it seems to us highly unreasonable for the government at very great expense to maintain pupils here for two years in order to impart to them an amount of information which in many of our public schools is mastered at 14 years of age. In fact, the custom of retaining midshipmen for two years to acquire the proficiency which they should reach in a single year, needs, we think, to be very carefully and judiciously controlled.

In the department of astronomy and navigation we believe the instruction to be very satisfactory, especially in its theoretical branches. We think, however, that more attention might be given to practical exercise in observation and in rating chronometers; and also that practice in hydrographical surveying should be an obligatory part of the course of instruction. The advantages here for this work are very great, and time might be gained for it by abandoning, as we have suggested, some of the mathematical studies. For this branch of practice the midshipmen are admirably prepared by the instruction in drawing, which attracted our special attention from the excellence attained by nearly every member of the classes under instruction.

Chemistry we would recommend should be taught by familiar lectures, except so far as it may be required in the prosecution of steam engineering.

In this latter department we think the instruction adequate and very judiciously conducted. The graduating class is conversant with the general theory of the steam engine, and competent to perform, as was witnessed by the board, all the duties required in the engine-room of a ship under steam.

We were also much gratified at the high standard of professional ability attained by the class of acting third assistant engineers. We learn that they are considered by their very able instructor to be fully competent for the duties of second assistant engineers. Certainly the theses read by these gentlemen at their examination exhibited marked general ability, and, so far as we may judge, great professional research.

The board has been led to make a general examination of the scale of values attached to the different studies pursued at the academy, and considers it to be in the main very satisfactory. There is one suggestion which has heretofore been made by boards of visitors which has not been adopted, though we consider it of the highest importance. It is that aptitude in practical seamanship shall have a separate valuation, or, perhaps, we might rather say, general aptitude for the naval profession, if this could be satisfactorily ascertained. We think that it can. We have been struck with the admirable and impartial method by which relative values are assigned by the professors to the different recitations, examinations, and even to the competitive trials of skill in military exercises.

We do not doubt that the academic board can devise some system of forming a judgment of the important quality to which we refer. And we are sure that every naval officer must be aware that the present method of assigning positions to the graduating class may fail, and fail perhaps very signally, to rank the graduates according to their ability to assume the active duties of their profession.

We do not, however, think that the difficulty we speak of can be fully met except by adopting a system of re-examination of each class after an experience at sea in active service. It appears to us that the graduates need to have it more fully impressed upon them that, varied as their studies may have been here, and successful as they may have been in their academic career, it is but the foundation of their professional knowledge that they have acquired. The school for the seaman, after all, must ever be the sea. By careful methods, by expensive appliances, by assiduous efforts of officers of established character, and, we may say, of world-wide fame, the government prefers the young men here to go forth and acquire their profession with greater facility than their predecessors enjoyed, and we trust with the same success. But we think there should be some further inquiry into the use which they have made of these great advantages. We therefore recommend that the plan of "final examination of midshipmen," laid down at page 37 of the regulations, be very rigidly adhered to, and that after that examination the class shall be rearranged in the order of merit. We would especially insist that this examination, "in order to insure uniformity and justice," shall take place at the Naval Academy, and be conducted with the aid of the academic board.

As bearing upon this same point, as well as upon the general character and reputation of the academy, we would recommend that the summer cruises of the practice ships be prolonged, and that the yearly leaves of absence given to all the midshipmen be discontinued. Some arrangement might be made by which each midshipman should have one leave of absence during his academic course. In this way might be avoided the large gatherings of these young men in our cities and upon our railroad routes, which cannot fail to be attended with some of the disorder and indiscretions into which all youths are apt to fall under like circumstances. At the end of the summer cruise we think it essential that all the ships should return here together, to undergo a very rigid inspection by the superintendent, that the improvement made during their absence may be carefully ascertained, and that of the different crews compared and noted. This will afford a stimulus to the officers in charge as well as to the midshipmen.

And here we may submit also for consideration whether there may not be an advantage in making the tour of duty for officers at the academy four years instead of three. If not inconsistent with the general interests of the service, it is obvious that changes in the staff of the instructors are to be avoided. And by making this term correspond with that of the midshipmen, one-fourth of the whole body of teachers would remain at the academy through the entire course of the class which came here at the same time with themselves.

The board has made careful inquiry into the sanitary condition of the academy, and finds it to be very satisfactory. In the large number of persons included in the establishment, there is now no serious case of illness under treatment by the medical officers, nor has any death occurred among the midshipmen since June, 1866. The whole history of the institution exhibits a like favorable condition, and shows, we think, that the location here is a suitable one in this respect. The present hospital

accommodations, however, are entirely inadequate, being calculated for only 12 patients. This would prove a very serious deficiency in case of an epidemic, and we repeat the recommendation of former boards of visitors, that a larger building be erected. We also think that a change in the present medical staff is desirable. The duties of the senior surgeon embrace much correspondence, the revision of various returns and reports, and a general supervision of the hygiene of the whole establishment. These duties, with consultations in all important and doubtful cases, are sufficient to employ his whole time. To attend the daily calls for professional aid, there should be two additional surgeons, men of experience, that the midshipmen may have the benefit of the best medical advice at a period of life when it may be of the utmost importance to their whole future career.

We also advise that a competent dentist be appointed, and that the midshipmen be required to submit to a periodical inspection of the teeth.

The board was pleased to observe the evident good effect of the constant practice of physical exercise as shown by the muscular force and activity exhibited by the midshipmen. These exercises are a very important part of the education of all young men, and we think that the art of swimming may perhaps be deemed the most appropriate one for a naval officer. We recommend that instruction in this exercise be introduced, and that it be made obligatory on the fourth class to perfect themselves in it. As the season for out-door swimming is spent in cruising, there should be constructed under cover a capacious tank, with proper means for keeping the water at a suitable temperature.

The board examined the storekeeper's, paymaster's, and commissary's departments, and is pleased to report very favorably upon them. The present plan of having the storekeeper's department in charge of a paymaster has proven eminently successful. The articles supplied to the midshipmen are purchased with care, are of good quality, and are furnished at much lower rates than under the former system. The gain to each midshipman is about 50 dollars a year. The commissary's department is most admirably conducted; the provisions furnished are excellent in quality, well cooked, and of sufficient variety. The mess arrangement is a model of cleanliness and good order, and we think cannot be surpassed in any institution in the country.

The board has great pleasure in adverting to the high moral tone which prevails here among officers and midshipmen, and thinks that in this respect, and perhaps in reverence and regard for religion, the standard is higher than in most of the colleges of the country. The present chaplain has been assiduous, and we think successful, in the performance of his duties. There are bible classes and a Sunday school connected with the academy, and we believe that few opportunities are lost of instilling into the minds of the pupils a sense of their responsibility to Almighty God as the Giver of every good and perfect gift.

The discipline of the academy we find to be in a very good condition, and nothing can be more satisfactory than the method of its administration. The bearing of the midshipmen towards their superiors is marked by a manly deference becoming their relative positions, whilst, so far as we can perceive, there exists a cordial good will between the pupils and their officers, creditable alike to both. The rules are strict, but not unnecessarily so, and we find that the great aim in this particular is to throw the young gentlemen upon their honor, to secure the observance of the regulations. This generous reliance upon their sense of duty, with an absence of all the low arts of espionage, has succeeded, we think, in a remarkable degree, and must continue to succeed even more fully, unless

counteracted by adverse influences. We feel reluctantly constrained to say that we fear such influences are not entirely wanting. We refer especially to the fact that midshipmen who have been dismissed from the academy for flagrant misconduct have been restored to their places here, contrary to the well-considered decision of the academic board. By act of Congress, "midshipmen deficient at any examination shall not be continued at the academy or in the service, unless upon recommendation of the academic board." No examination, it appears to us, can be more important than the one which is instituted into cases of disobedience and defiance of the rules of the academy. Certainly such offences may indicate an unfitness far greater than any shortcomings in the routine of study. We conceive, therefore, that the law may very well be understood to forbid the readmission of any student who may be found by the academic board deficient in the matter of conduct. Be this as it may, we deem it our duty to declare that in our opinion the readmission of dismissed midshipmen is a practice most injurious to the discipline of the academy, and that, if continued, it must render it fruitless of all good to the navy or to the country. The conviction that already the discipline here may have received an injury from this cause which will call for uncommon vigilance on the part of the officers, induces us to express our views on this point with earnestness and emphasis.

In this connection we also feel bound to say that another element of disturbance which adds greatly to the difficulty of preserving a high tone of morals and discipline is the admission of youths from the enlisted apprentices. We wish to be perfectly understood as fully sharing in the sentiment that the highest naval rank shall be accessible to the sons of American citizens of whatever condition in life. Nor do we wish to say one word to the disparagement of the apprentice system, as that is not within the scope of our examination here. But we greatly fear that experience shows that in the present day the general moral character of seamen is still such as to make the close association into which these boys are thrown with them a most severe ordeal. At all events it seems to us that when these great educational advantages are to be bestowed, we shall do better to select youths fresh from their homes and families, than first to place them for a time under the pressure of influences which every naval man knows to be extremely pernicious. Moreover, these boys, it seems to us, can in no possible sense be likened to those who have in actual military or naval service risen from the ranks. They have performed no service worthy of reward, and the records of the academy show that, with very few exceptions, they are very unsuccessful in their academic career. The system of appointments by members of Congress we consider to be a sufficient safeguard against the growth of anything like a spirit of exclusiveness in the navy, and we would therefore strongly recommend that there be no further admissions from the enlisted apprentices. It might also be observed that such appointments inure chiefly, perhaps wholly, to the benefit of the great seaboard cities, and thus disturb the just distribution of these favors to the different parts of the country according to the ratio of population.

We deem it also of the highest importance that there should be a strict adherence to the decision of the medical board which is convened to pass upon the physical condition of candidates for admission. Both in this respect, and in the literary qualifications required, we cannot forget that an entrance into this academy is a privilege of the highest value; that thousands of the flower of our young men are longing anxiously to enjoy it, and that a wrong is done both to them and to the country if we omit any means which shall further our obtaining youth of at least the aver-

age qualifications for this most essential branch of the public service. And the more we look at the matter in this aspect of it the more we are disposed to think that the present requirements for admission are hardly respectable in a country of public schools, whose boast it is that education is as free as the air to those who will accept it. On the whole, we are disposed to recommend that the standard of admission be raised, and that candidates for appointment should be between the age of 14 and 17 years. The present rule, from 14 to 18 years, seems too large a latitude to allow a fair competition between members of the same class differing in age, it may be, four years the one from the other. And we are decidedly of opinion that a youth 18 years of age is entirely too old to commence a scholastic discipline of four years, thus attaining the age of at least 22 years before entering upon any duties of his profession.

The grounds of the academy are still very contracted, the recent purchase of land upon Graveyard creek not being contiguous to those now occupied. It is absolutely necessary that the intervening piece of land should be secured and the houses removed. Independent of reasons bearing on the morals of the academy, and which have been heretofore brought, we believe, to the notice of the department, we find that a number of the officers reside at present in the town of Annapolis for want of quarters within the government grounds. The new hospital might be built upon the ground recently purchased, or it would be better, in our opinion, to purchase part of the farm on the opposite side of Graveyard creek, and connect the two shores by a bridge. About 100 acres might thus be added at a moderate cost, and there would be no difficulty in making it all available for a cemetery, an enlarged parade and play ground, a kitchen garden for the commissary's department, and other similar uses.

Room might thus also be obtained for the erection of a hotel of moderate dimensions for the accommodation of boards of visitors and such strangers as are drawn here upon business connected with the academy. An establishment of this kind is very much needed here, and could be of no possible harm to the institution if kept under strict military supervision. This arrangement has long been established at West Point, and can nowhere be more essential than here, owing to the extremely limited accommodation for strangers which is to be found in the city of Annapolis. This leads us to observe that the frequent visits of foreign officers, of members of Congress, and of distinguished citizens who come to examine the details of the system pursued at the academy, unavoidably require of the senior officer an outlay of means quite beyond the ordinary ability of naval officers. We submit that it would be proper that such expenses should in some way be met by the government. An allowance for this purpose might be made annually, and the unexpended balance returned to the treasury.

In conclusion, we desire to repeat our warmest commendation of the whole management of the academy in all its details, and especially of the zeal and earnest devotion to duty of its officers and instructors. The country, we think, may well be proud of this institution, and be satisfied that it here possesses a school for training its naval officers such as no other maritime power has before attempted. The immense importance of this establishment to the future honor and glory of the country has impressed itself upon our minds the more deeply the more we have examined it. We are persuaded that no expenditure of money and no amount of fostering care can be wasted if they shall produce, as we believe they will, the men upon whom we may safely rely to uphold in the future the flag which they are here taught to love and to honor.

We cannot close this report without adverting to that feature in the government of the academy which has, we may say, impressed us more than anything we have seen, and which we believe must strike every intelligent observer. We refer to the very remarkable ability displayed by the distinguished officer in charge of the institution in every department of his duties. There seems to be no ramification, however minute, of the different branches of the academy which is not filled with life and vigor by the magic of his superior tact and power. This is the same touch of naval genius with which recent history has made us so familiar, and we believe that after the exploits in arms which have rendered Admiral Porter's name illustrious, he could serve his country in no more important position than that in which he is doing so much to fit the next generation of officers to emulate the deeds of their predecessors.

All of which is respectfully submitted.

CHAS. H. BELL,

Rear-Admiral and President of the Board.

THEO. P. GREENE,

Commodore.

JAMES S. BIDDLE,

Pennsylvania.

JOHN SCOTT, *Iowa.*

EDWARD T. DUNN,

Paymaster.

WM. H. SHOCK,

Chief Engineer.

J. R. M. MULLANY,

Captain United States Navy.

P. LANSDALE,

Surgeon United States Navy.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

ESTIMATES—1869-'70.

SECRETARY'S OFFICE AND GENERAL SUMMARY.

Estimate of appropriations required for the office of the Secretary of the Navy for the fiscal year ending June 30, 1870.

Secretary of the Navy, act of March 3, 1853, section 4, 10 Laws, page 212.....	\$8,000
Assistant Secretary of the Navy, act of March 2, 1865, section 4, 13 Laws, page 460,	3,500
Chief clerk, act of July 5, 1862, section 3, 12 Laws, page 510.....	2,200
One fourth-class clerk, (also as disbursing clerk,) act of July 5, 1862, section 3, 12 Laws, page 510.....	2,000
Four fourth-class clerks, act of March 2, 1865, section 1, 13 Laws, page 454.....	7,200
Five clerks of class three, act of July 5, 1862, section 3, 12 Laws, page 511.....	8,000
Three clerks of class two, act of July 5, 1862, section 3, 12 Laws, page 511.....	4,200
Four clerks of class one, act of July 5, 1862, section 3, 12 Laws, page 511.....	4,800
One messenger, act of July 5, 1862, section 3, 12 Laws, page 511, and act of June 25, 1864, section 3, 12 Laws, page 160	1,000
One assistant messenger, per same acts	840
Three laborers, by same acts, and act of March 2, 1865, section 1, 13 Laws, page 454	2,160
	<u>43,900</u>

Estimate of appropriations for the southwest executive building for the fiscal year ending June 30, 1870.

One day watchman, act of July 5, 1862, section 3, 12 Laws, page 211.....	\$720
Two night watchmen, act of July 5, 1862, section 3, 12 Laws, page 211.....	1,440
Two laborers, act of July 5, 1862, section 3, 12 Laws, page 211, &c., one at \$720, the other at \$432.....	1,152
	<u>3,312</u>

CONTINGENT.

Labor, fuel, lights, and miscellaneous items	<u>\$7,500</u>
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Summary estimates for salaries and contingent for the Navy Department and bureaus and southwest executive building for the fiscal year ending June 30, 1870.

	Estimates for 1869-'70.	Appropriated for 1868-'69.
Secretary's office—		
Salaries	\$43,900	\$14,643
Contingent	5,000	2,810
Bureau of Yards and Docks—		
Salaries	17,040	15,240
Contingent	1,800	800
Bureau of Equipment and Recruiting—		
Salaries	14,920	11,400
Contingent	1,000	750
Bureau of Navigation—		
Salaries	6,720	5,400
Contingent	1,600	800
Bureau of Ordnance—		
Salaries	13,696	6,895
Contingent	1,000	800
Bureau of Construction and Repair—		
Salaries	8,220	13,120
Contingent	1,000	800
Bureau of Steam Engineering—		
Salaries	9,920	7,520
Contingent	800	800
Bureau of Provisions and Clothing—		
Salaries	22,120	20,920
Contingent	1,200	800
Bureau of Medicine and Surgery—		
Salaries	8,620	8,620
Contingent	800	400
Southwest executive building—		
Salaries	3,312	4,752
Contingent	7,500	6,000
	170,168	153,301

BUREAU REPORTS.

BUREAU OF YARDS AND DOCKS.

NAVY DEPARTMENT, BUREAU OF YARDS AND DOCKS,
October 1, 1868.

SIR: Agreeable to your order of the 28th of July last, I have the honor to present my annual report of the work performed at the several navy yards during the fiscal year ending June 30, 1868, with estimates for the fiscal year ending June 30, 1870.

As Congress has declined to appropriate any funds for the improvement of navy yards for the last two years, you direct me to confine my estimates to "repairs of all kinds," and the necessary contingent expenses, to keep the yards and the present improvements in good condition.

All the expense of carrying on the navy yards appertains to this bureau, and therefore must be defrayed from these two appropriations, viz: "Repairs of all kinds," and "Contingent."

Some of the works of improvement which have been authorized and commenced will suffer by delay, notwithstanding I approve of curtailing the expenditures in all departments of the government to the smallest practicable amount, with a view to liquidating as rapidly as possible the onerous public debt hanging over the people.

The estimates for repairs and contingent may seem large, but it must be considered that the immense amount of property, comprising all buildings, wharves, docks, &c., in the navy yards, requires large outlays to repair damages which occur, to keep the yards in working order, and care has been taken to reduce estimates to the lowest amounts consistent with the public interest.

Considerable amounts will be required for repairs of dry-docks, both stone and floating. The channel of the Wallabout at the navy yard, New York, has so far filled up as to cause much embarrassment in docking heavy ships or moving them to the wharves. More funds will be required than are embraced in the estimate for repairs to dredge that channel, and to repair docks, buildings, wharves, &c., at the New York yard; but as you confine me to repairs and contingent expenses, no provision is made for dredging channels.

The late rebellion has developed the necessity for increased area for navy yards, to accommodate even our present navy, and also the necessity for wet basins to preserve ships in ordinary becomes more and more apparent; but since it is the policy of Congress to reduce the expenses of the government, the navy should come under the pruning-knife as well as other departments; and it is quite evident that it has felt the effects of the sweeping curtailment of the estimates for its support by Congress during the last two years. Nevertheless, we must struggle with small means to keep the navy on as respectable a footing as possible.

Nothing remarkable to report has occurred during the past year relative to the navy yards and stations. The site for a navy yard at New

London, Connecticut, has been accepted, and an officer placed in charge; but as no funds have been provided to improve the place, nothing further has been done.

The department has again failed to obtain jurisdiction over the Ruggles purchase at the New York navy yard, although it has used every proper means to effect that object. The gas establishment adjoining this property desire to purchase or lease and improve a portion of the premises, which the department cannot consistently dispose of, and hence the opposition to the grant requested of the legislature by the Navy Department. The mayor of Brooklyn, as I am informed, also, at the last session of the legislature, opposed granting the usual jurisdiction.

The payment for the Ruggles property has been made under a special resolution of Congress, authorizing the purchase without the assent of the State. These premises require extensive improvements, but they will have to remain in *statu quo* for the present.

The following exhibit shows the work performed and expenditures at the several navy yards and stations, commencing with—

PORTSMOUTH, NEW HAMPSHIRE.

The works of improvement which have been in progress at this yard during the past fiscal year, but which are not yet completed, are: Machinery and tools, road and timber slip, and repairs of all kinds. On these objects there has been expended during the year for materials \$41,007 20, and for labor \$48,024 92; making an aggregate of \$89,032 12.

There has been expended at this yard during the year, for objects coming under the head of contingent, the sum of \$82,912 62.

An estimate is submitted for the fiscal year ending June 30, 1870, for "repairs of all kinds," \$143,500; and this sum is absolutely necessary for the proper care and preservation of the various buildings and other improvements now in existence.

BOSTON.

The improvements which have been completed at this yard during the past fiscal year are: Ropewalk machinery, widening main entrance, tools for machine and forge shops, and filling in a portion of timber dock. The amount expended on these objects during the year is, for materials, \$22,104 99, and for labor, \$20,723 24; making an aggregate of \$42,828 23.

The improvements which have been in progress during the year, but which are not yet completed, are: Extension of sheer wharf, paving and draining around dry-dock, railroad tracks, and repairs of all kinds. Upon these objects there has been expended during the year, for materials, \$35,566 52, and for labor, \$67,547 05; making an aggregate of \$103,113 57.

There has been expended during the year for objects coming under the head of contingent the sum of \$165,552 77.

An estimate is submitted for the fiscal year ending June 30, 1870, for repairs of all kinds, \$138,000.

Many of the improvements at this yard, especially the dry-dock, require extensive repairs, and unless the amount estimated for is appropriated the public interest will suffer.

NEW YORK.

The improvements which have been completed at this yard during the past fiscal year are: Repairs of ship-houses, extension of sewer, quay-

wall extension at sewer, receiving store, launching ways, ship-house D, and muster office extension. Upon these objects there has been expended during the year for materials \$24,786 27, and for labor \$34,259 72; making an aggregate of \$59,045 99.

The improvements which have been in progress, but which are not yet completed, are: Dredging channels, chain-cable shop, improvements on dry-dock, machine-shop extension, quay wall at new derrick, iron-plating shop, launching ways for steamers, large chuck lathe, machinery for iron-plating shop, machinery for machine-shop extension, joiners' shop extension, three steam hammers, and repairs of all kinds. The amount expended upon these objects during the year is for materials \$10,548 66, and for labor \$105,038 34; making an aggregate of \$115,587.

The amount expended during the year for objects coming under the head of contingent is \$177,372 90.

An estimate is submitted for the fiscal year ending June 30, 1870, for repairs of all kinds, \$251,395.

A number of buildings at this yard have been necessarily neglected for several years past, in consequence of the insufficient appropriations, and their present condition renders extensive repairs imperative. The estimate, though large, is believed to be no more than the good of the service requires.

PHILADELPHIA.

The only improvement completed at this yard, during the past fiscal year, is the bulkhead at New Purchase, and the amount expended during the year is \$2,410.

The objects upon which expenditures have been made, but which are not yet completed, are: Dry-dock, dredger, brick wall on New Purchase, filling in New Purchase, and repairs of all kinds. The amount expended on these objects during the year is for materials \$41,685 36, and for labor \$45,955 70; making an aggregate of \$87,641 06.

The amount expended during the year for objects coming under the head of contingent is \$69,631 89.

An estimate is submitted for the fiscal year ending June 30, 1870, for repairs of all kinds, \$73,850.

This amount will be required for the proper care and preservation of the different buildings, docks, wharves, &c.

WASHINGTON, D. C.

The works which have been in progress at this yard during the past year, but which are not yet completed, are: Dredging channels, yard rail-tracks, machinery and tools, depot for coal and repairs of all kinds. The amount expended on these objects during the year is, for materials \$41,314 38, and for labor \$48,874 41; making an aggregate of \$90,188 79.

The amount expended during the year for objects coming under the head of contingent is \$77,242.

An estimate is submitted for the fiscal year ending June 30, 1870, for repairs of all kinds, \$155,800.

A number of the improvements at this yard require extensive repairs, and the amount estimated will be necessary to complete them.

NORFOLK, VIRGINIA.

The works which have been in progress at this yard during the past year, but which are not yet completed, are: Dredging, stables, building

No. 14, dry dock, wharf and repairs of all kinds. The amount expended on these objects during the year is, for materials \$52,544 77, and for labor \$127,352 86, making an aggregate of \$179,897 63.

The amount expended during the year for objects coming under the head of contingent is \$284,886 05.

An estimate is submitted for the fiscal year ending June 30, 1870, for repairs of all kinds, \$120,000.

Much has been done towards restoring this yard to a state of usefulness, but much yet remains to be done, and the amount estimated is as small as can be submitted, having due regard to the wants of the service.

PENSACOLA, FLORIDA.

The improvements which have been completed at this yard during the past fiscal year are: Storehouse No. 25, new gate to dry-dock basin, kitchens to quarters D and M, and mould loft and storehouse No. 1. The amount expended on these objects during the year is \$20,963 25.

The improvements which have been in progress, but which are not yet completed, are: Saw-mill and joiner's shop, blacksmith's and coppersmith's shop, kitchen to quarters B, foundry and smith's shop, and repairs of all kinds. The amount expended on these objects during the year is, for materials \$28,070 65, and for labor \$50,923 27, making an aggregate of \$78,993 92.

The amount expended during the year for objects coming under the head of contingent is \$28,862 94.

An estimate is submitted for the fiscal year ending June 30, 1870, for repairs of all kinds, \$144,851.

But little has been done towards restoring this yard to its former condition. Its position is an important one, being the only yard south of Norfolk, and it is very desirable that appropriations should be made to put it in condition to meet the demands of the service in that quarter.

MARE ISLAND, CALIFORNIA.

The improvements which have been completed at this yard during the past fiscal year are, storehouse and sail and rigging lofts. There has been expended upon these objects during the year, for materials \$3,209 48, and for labor \$9,011 01, making an aggregate of \$12,220 49.

The works which have been in progress, but which are not yet completed, are: Foundry and boiler shop, cisterns, saw-mill, stables, steam hammer and tools, quay wall, and repairs of all kinds. Upon these objects there has been expended during the year, for materials \$16,019 45, and for labor \$87,471 84, making an aggregate of \$103,497 24.

The amount expended during the fiscal year for objects coming under the head of contingent is \$87,617 56.

An estimate is submitted for the fiscal year ending June 30, 1870, for repairs of all kinds, \$161,500, and this amount is required for the necessary repairs and care of the buildings and other improvements.

SACKETT'S HARBOR.

The expenditures at this station for the necessary repairs of buildings, wharves, fences, &c., during the year were \$790 39. For objects coming under the head of contingent, there has been expended during the year \$105 11.

For the necessary repairs of buildings and wharves and the proper care of the public property, there will be required during the fiscal year ending June 30, 1870, \$1,000.

MOUND CITY.

There has been expended at this station during the past year for repairs of the levee and the different buildings, wharves, fences, &c., the sum of \$5,648 65.

The amount expended during the year for objects coming under the head of contingent is \$7,646 12.

An estimate is submitted for the fiscal year ending June 30, 1870, for repairs of buildings and levee \$11,500. This amount will be necessary for the preservation of the public property.

KEY WEST, FLORIDA.

At this station there has been expended during the last fiscal year, for repairs of wharves and buildings \$5,234 32.

An estimate is submitted for the fiscal year ending June 30, 1870, for repairs of wharves, &c., \$20,000. The wharves at this station are quite extensive, they are built of timber and the effects of the climate are such as to cause rapid decay, and as these temporary structures must be kept up until others of a more permanent character are constructed, the appropriation asked for is necessary.

NAVAL ASYLUM, PHILADELPHIA.

There were on the 1st of July, 1867, 150 persons, including officers and attendants, borne on the rolls of the asylum. Twelve beneficiaries have been admitted, nine have died, one has been dismissed, and one has been discharged at his own request during the fiscal year ending June 30, 1868.

The affairs of the institution have been conducted in the usual economical and humane manner during the past year, and the officers in charge have caused all proper comforts and conveniences to be provided for the beneficiaries.

As a general rule the beneficiaries conduct themselves well. Cases of insubordination occasionally occur, but proper remedies are promptly applied and discipline is maintained.

The amount expended for the usual annual repairs, cleansing, whitewashing, &c., is \$6,584 54.

The expenses of the institution for the support of the beneficiaries and pay of officers and attendants during the year are—

For subsistence.....	\$18,257 05½
For clothing, tobacco, &c.....	6,894 85½
For miscellaneous items.....	6,559 26
For officers and attendants.....	25,397 53
Total.....	<u>57,108 70</u>

The total amount expended during the year is \$63,693 24.

The amount estimated for the support of the institution during the fiscal year ending June 30, 1870, is, for furniture and repairs of same, house cleaning and whitewashing, furnaces, grates and ranges, gas and water rent, general repairs, cemetery, and support of beneficiaries, amounting to \$64,600.

I have the honor to be, very respectfully, your obedient servant,
JOSEPH SMITH,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

Schedule of papers accompanying the report of the Chief of the Bureau of Yards and Docks to the Secretary of the Navy, dated October 1, 1868.

- A.—General estimates for yards and docks.
 No. 1.—Estimates for the support of the bureau.
 No. 2.—Estimates for officers and others at yards and stations.
 No. 3.—Statement showing the sums which make up the first item of Y. & D.—A.
 No. 4.—Estimate for repairs at yards and stations.
 No. 5.—Estimates for repairs of all kinds, showing the sums which make up the amounts in Y. & D. No. 4.
 No. 6.—Statements of expenditures under the head of contingent during the past fiscal year, and estimates for the same for the fiscal year ending June 30, 1870.
 No. 7.—Estimates of appropriations under the cognizance of the Bureau of Yards and Docks, required for service of the fiscal year ending June 30, 1870.
 No. 8.—Abstract of offers for supplies for the fiscal year ending June 30, 1869.
 BUREAU YARDS AND DOCKS, October 1, 1868.

Y. & D.—A.

General estimate of the Bureau of Yards and Docks for the fiscal year ending June 30, 1870, in addition to the balances remaining unexpended July 1, 1869.

	Estimated for the year end'g June 30, 1870.	Estimated for the year ending June 30, 1869.
1. For the pay of civil engineers, and all the civil establishments of the several navy yards and Navy Asylum, (see Y. & D. No. 3)	\$138,931 25	\$138,874 25
2. For the improvements and repairs at the several navy yards, stations, and Naval Asylum, (see Y. & D. No. 4)	1,285,996 00	10,141,038 00
3. For contingent expenses that may accrue during the fiscal year, for the following purposes, viz: For freight and transportation of materials and stores for Bureau of Yards and Docks purposes; for printing, stationery, and advertising for Bureau of Yards and Docks purposes, including the commandant's office; for books, models, maps, and drawings for Bureau of Yards and Docks purposes; for purchase and repair of fire-engines; for machinery, and patent right to use the same, for Bureau of Yards and Docks purposes; for repairs on steam engines and attendance on the same, for Bureau of Yards and Docks purposes; for purchase and maintenance of oxen and horses and driving teams; for carts and timber wheels for navy yard purposes, and tools and repairs of same, for Bureau of Yards and Docks purposes; for postage on letters on public service, and telegrams; for furniture for government houses and offices in navy yards; for coal and other fuel for Bureau of Yards and Docks purposes; for candles, oils, and gas, for Bureau of Yards and Docks purposes; for cleaning and clearing up yard, and care of buildings; for attendance on fires, lights, fire engines and apparatus; for incidental labor at navy yards for Bureau of Yards and Docks purposes; for water tax, and for tolls and ferriages for Bureau of Yards and Docks purposes; for pay of the watchmen in the yard; for flags, awnings, and packing boxes for Bureau of Yards and Docks purposes, (see Y. & D. No. 6)	1,173,500 00	1,232,500 00
Total	2,598,427 25	11,512,412 25

BUREAU OF YARDS AND DOCKS, October 1, 1868.

Y. & D. No. 1.

Estimate of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending June 30, 1870.

For salary of civil engineer, per act of March 3, 1863, (Statutes at Large, pamphlet edition, chapter 118, section 1, page 818).....	\$3,000
For salary of chief clerk, fourth class, per act of July 5, 1862, (Statutes at Large, pamphlet edition, chapter 134, section 3, page 511)	1,800
For salaries of one clerk of class four, two clerks of class three, one clerk of class two, and one clerk of class one, per act of July 23, 1866, section 8, and March 2, 1867	7,600
For salary of draughtsman, per act of July 23, 1866, section 8, and March 2, 1867	1,800
For salary of messenger, per act of June 25, 1864	1,000
For wages of two laborers, one for the bureau, the other for the office of engineer and draughtsman, per act of June 25, 1864.....	1,440
Total	16,640
For amount respectfully submitted as increase of salary of chief clerk	400
Total	17,040
Appropriated for the year ending June 30, 1869	\$15,240

CONTINGENT EXPENSES.

For stationery, books, plans, drawings, and incidental labor	\$1,800
Appropriated for the year ending June 30, 1869	\$800

BUREAU OF YARDS AND DOCKS, October 1, 1868.

Y. & D. No. 2.

Estimate of the pay of civil officers at navy yards and Naval Asylum for the fiscal year ending June 30, 1870.

PORTSMOUTH, N. H.

1 civil engineer	\$2,000 00
1 draughtsman to civil engineer	1,400 00
1 clerk to civil engineer	1,200 00
1 clerk of pay-rolls and mustering clerk	1,400 00
1 receiver and inspector of stores	1,400 00
1 writer to receiver and inspector, at \$3 per diem	939 00
1 clerk to commandant	1,500 00
1 clerk (second) to commandant	1,000 00
1 chief accountant	1,800 00
1 clerk to chief accountant	1,200 00
1 gate-keeper and detective	1,000 00
1 messenger	600 00
Total	15,439 00

BOSTON.

1 civil engineer	\$2,500 00
1 assistant civil engineer	1,500 00
1 draughtsman to civil engineer	1,400 00
1 clerk to civil engineer	1,400 00
1 clerk of pay-rolls and mustering clerk	1,500 00
1 receiver and inspector of stores	1,500 00
1 writer to receiver and inspector, at \$3 per diem	939 00
1 clerk to commandant	1,500 00
1 clerk (second) to commandant	1,200 00
1 clerk (third) to commandant	1,000 00
1 chief accountant	1,800 00
1 clerk to chief accountant	1,200 00
1 gate-keeper and detective	1,000 00
1 messenger	600 00
Total	18,839 00

NEW YORK.

1 civil engineer	\$2,500 00
1 assistant civil engineer	1,500 00
1 draughtsman to civil engineer	1,400 00
1 clerk to civil engineer	1,200 00
1 clerk of pay-rolls and mustering clerk	1,500 00
1 receiver and inspector of stores	1,500 00
1 writer and weigher to receiver and inspector, at \$3 per diem	939 00
1 clerk to commandant	1,500 00
1 clerk (second) to commandant	1,200 00
1 clerk (third) to commandant	1,000 00
1 chief accountant	1,800 00
1 clerk to chief accountant	1,200 00
1 gate-keeper and detective, at \$4 per diem	1,252 00
1 superintendent and carrier of mails, at \$2 75 per diem	860 75
1 messenger	600 00
Total	<u>19,951 75</u>

PHILADELPHIA.

1 superintendent of yard improvements, at \$6 per diem	\$1,878 00
1 draughtsman to civil engineer	1,400 00
1 clerk to civil engineer	1,200 00
1 clerk of pay-rolls and mustering clerk	1,500 00
1 receiver and inspector of stores	1,500 00
1 writer to receiver and inspector, at \$3 per diem	939 00
1 clerk to commandant	1,500 00
1 clerk (second) so commandant	1,200 00
1 chief accountant	1,800 00
1 clerk to chief accountant	1,200 00
1 gate-keeper and detective	1,000 00
1 messenger	600 00
Total	<u>15,717 00</u>

NAVAL ASYLUM.

1 secretary to governor	\$1,000 00
1 steward to the asylum	750 00
1 matron	300 00
6 washers, at \$120 each	720 00
1 cook	168 00
2 assistant cooks, one at \$120, and one at \$96	216 00
6 laundresses, at \$120 each	720 00
8 scrubbers and house cleaners, at \$96 each	768 00
4 laborers, at \$240 each	960 00
1 master-at-arms	300 00
1 ship's corporal	240 00
Total	<u>6,142 00</u>

WASHINGTON.

1 civil engineer	\$2,000 00
1 draughtsman to civil engineer	1,400 50
1 clerk to civil engineer	1,200 00
1 clerk of pay-rolls and mustering clerk	1,500 00
1 receiver and inspector of stores	1,500 00
1 writer to receiver and inspector, at \$3 per diem	939 00
1 weigher to receiver and inspector, at \$3 per diem	939 00
1 clerk to commandant	1,500 00
1 clerk (second) to commandant	1,200 00
1 chief accountant	1,800 00
1 clerk to chief accountant	1,200 00
1 gate-keeper and detective	1,000 00
1 mail messenger	1,000 00
1 porter	600 00
Total	<u>17,778 00</u>

NORFOLK, VA.

1 civil engineer.....	\$2,000 00
1 draughtsman to civil engineer.....	1,400 00
1 clerk to civil engineer.....	1,200 00
1 clerk of pay-rolls and mustering clerk.....	1,500 00
1 receiver and inspector of stores.....	1,500 00
1 writer to receiver and inspector, at \$3 per diem.....	939 00
1 clerk to commandant.....	1,500 00
1 clerk (second) to commandant.....	1,200 00
1 chief accountant.....	1,800 00
1 clerk to chief accountant.....	1,200 00
1 gate-keeper and detective.....	1,000 00
1 messenger.....	600 00
Total.....	15,839 00

PENSACOLA.

1 civil engineer.....	\$2,000 00
1 draughtsman to civil engineer.....	1,400 00
1 clerk to civil engineer.....	1,200 00
1 clerk of pay-rolls and mustering clerk.....	1,500 00
1 receiver and inspector of stores.....	1,500 00
1 writer to receiver and inspector, at \$3 per diem.....	939 00
1 clerk to commandant.....	1,500 00
1 clerk (second) to commandant.....	1,200 00
1 gate-keeper and detective.....	1,000 00
Total.....	12,239 00

MARE ISLAND, CAL.

1 civil engineer.....	\$3,200 00
1 assistant civil engineer and draughtsman.....	1,800 00
2 writers to civil engineer, each \$3 per diem.....	2,191 00
1 clerk of pay-rolls and mustering clerk.....	1,875 00
1 receiver and inspector of stores.....	2,000 00
1 writer to receiver and inspector, at \$3 50 per diem.....	1,095 50
1 clerk to commandant.....	1,875 00
1 clerk (second) to commandant.....	1,200 00
1 gate-keeper and detective.....	1,000 00
1 messenger.....	750 00
Total.....	16,985 50

RECAPITULATION.

Place.	Asylum.	Civil.	Aggregate.
Portsmouth.....		\$15,439 00	\$15,439 00
Boston.....		18,839 00	18,839 00
New York.....		19,951 75	19,951 75
Philadelphia.....	\$6,142 00	15,717 00	21,859 00
Washington.....		17,778 00	17,778 00
Norfolk.....		15,839 00	15,839 00
Pensacola.....		12,239 00	12,239 00
Mare Island.....		16,986 50	16,986 50
Total.....	6,142 00	132,789 25	138,931 25

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 3.

Statement showing the several sums which make up the amount of the first item in the general estimate from the Bureau of Yards and Docks for the fiscal year ending 30th June, 1870, marked Y. & D.—A.

For the civil branch at all the yards and stations.....	\$132,789 25
For Naval Asylum at Philadelphia	6,142 00
Total.....	<u>138,931 25</u>

BUREAU OF YARDS DOCKS, October 1, 1863.

Y. & D. No. 4.

Estimate of the amounts that will be required for the current repairs at the several navy yards, naval stations, and the naval asylum at Philadelphia for the fiscal year ending June 30, 1870.

PORTSMOUTH, N. H.

For repairs of all kinds.....	<u>\$143,500</u>
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BOSTON.

For repairs of all kinds.....	<u>\$138,000</u>
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NEW YORK.

For repairs of all kinds.....	<u>\$251,395</u>
-------------------------------	------------------

PHILADELPHIA.

For repairs of all kinds.....	<u>\$73,850</u>
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WASHINGTON.

For repairs of all kinds.....	<u>\$155,800</u>
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NORFOLK.

For repairs of all kinds.....	<u>\$120,000</u>
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PENSACOLA.

For repairs of all kinds.....	<u>\$144,851</u>
-------------------------------	------------------

MARE ISLAND.

For repairs of all kinds.....	<u>\$161,500</u>
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SACKETT'S HARBOR.

For repairs and general care of public property	<u>\$1,000</u>
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MOUND CITY.

For repairs of all kinds.....	<u>\$11,500</u>
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KEY WEST.

For repairs of wharves and buildings	<u>\$20,000</u>
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NAVAL ASYLUM.

For furniture and repairs of same.....	\$1,000
For house cleaning and whitewashing	900
For furnaces, grates, and ranges	600
For gas and water rent	1,600
For general repairs	6,000
For cemetery	500
For support of beneficiaries.....	<u>54,000</u>
	<u>64,600</u>

RECAPITULATION.

For navy yard, Portsmouth, New Hampshire	\$143,500
For navy yard, Boston.....	138,000
For navy yard, New York.....	251,395
For navy yard, Philadelphia.....	73,850
For navy yard, Washington.....	155,800
For navy yard, Norfolk.....	120,000
For navy yard, Pensacola.....	144,851
For navy yard, Mare Island.....	161,500
For naval station, Sackett's Harbor.....	1,000
For naval station, Mound City.....	11,500
For naval station, Key West.....	20,000
For Naval Asylum, Philadelphia.....	64,600
Total.....	<u>1,285,996</u>

BUREAU OF YARDS AND DOCKS, *October 1, 1868.*

Y. & D. No. 5.

Statement of estimates for "Repairs of all kinds" at the several navy yards for the fiscal year ending June 30, 1870.

Objects.	Portsmouth, N. H., 1869-70.	Boston, 1869-70.	New York, 1869-70.	Philadelphia, 1869-70.	Washington, 1869-70.	Norfolk, 1869-70.	Pensacola, 1869-70.	Mare Island, 1869-70.	Sackett's Harbor, 1869-70.	Mound City, 1869-70.	Key West, Florida, 1869-70.
On yard buildings.....	\$50,000 00	\$35,000 00	\$111,400 00	\$17,104 47	\$55,000 00	\$47,600 00	\$28,071 00	\$25,000 00			
On officers' quarters.....	6,000 00	17,000 00	8,500 00	2,524 10	8,400 00	7,650 00	16,610 00	8,000 00			
On wharves, bridges, landings, and boats.....	10,000 00	15,000 00	40,750 00	1,075 00	4,100 00	1,630 00	19,819 00	25,500 00			
On roads, walks, gutters, and drains.....	10,000 00	12,000 00	22,950 00	3,500 00	6,800 00	4,300 00	18,530 00	10,000 00			
On fences and walls.....	3,000 00	3,800 00	6,500 00	333 00	4,100 00	2,200 00	17,086 00	4,500 00			
On cranes, scows, and derricks.....	25,000 00	15,000 00	7,500 00	2,750 00	8,500 00	4,300 00	5,200 00	13,000 00			
On furnaces, forges, stoves, and heating apparatus.....	5,000 00	5,000 00	6,500 00	625 00	4,200 00	250 00	1,200 00	6,500 00			
On tracks and scales.....	500 00	5,000 00	2,000 00	4,278 00	8,000 00	950 00	7,960 00	7,000 00			
On water and gas works.....	1,000 00	4,000 00	9,150 00	1,200 00	3,200 00	380 00	6,075 00	8,000 00			
On dredging and scowling.....		6,000 00	3,800 00	8,869 10	12,000 00	19,150 00	5,000 00	10,000 00			
On dry dock.....	18,000 00	15,000 00	2,500 00	26,621 33	14,500 00	11,400 00					
On miscellaneous repairs.....	15,000 00	5,000 00	36,545 00	5,000 00	26,000 00	20,200 00	20,000 00	20,000 00			
On temporary buildings.....											
Total.....	143,000 00	132,000 00	251,385 00	73,850 00	155,800 00	180,000 00	144,851 00	161,500 00	\$1,000 00	\$11,500 00	\$2,000 00

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 6.

Statement of expenditures for contingent during the fiscal year ending June 30, 1868, with estimates for the fiscal year ending June 30, 1870.

Objects.	Portsmouth, N. H.		Boston.		New York.		Philadelphia.		Washington.	
	Expended in 1867-68.	Estimated for 1869-70.	Expended in 1867-68.	Estimated for 1869-70.	Expended in 1867-68.	Estimated for 1869-70.	Expended in 1867-68.	Estimated for 1869-70.	Expended in 1867-68.	Estimated for 1869-70.
For freight and transportation.....	\$23 07	\$50 00	\$67 13	\$700 00	.....	\$2 000 00	\$6 00	\$10 00	.....	\$100 00
For printing, stationery, and advertising.....	745 98	660 00	1,082 41	2,600 00	.....	3,000 00	1,181 85	1,000 00	.....	2,500 00
For purchase and repair of fire engines.....	6,121 88	1,000 00	9,381 29	5,000 00	12,160 78	15,000 00	1,450 12	2,000 00	\$1,209 82	10,000 00
For machinery of every description and patent rights.....	164 78	4,000 00	10,762 81	7,500 00	7,224 65	15,500 00	2,049 58	4,500 00	.....	18,000 00
For repairs on steam engines and attendance on same.....	48 00	.....	21,684 01	7,500 00	7,814 13	12,500 00	2,159 17	1,000 00	10,399 03	18,000 00
For purchase and maintenance of oxen and horses and driving teams.....	22,151 71	41,500 00	41,118 16	38,500 00	19,323 15	30,000 00	11,779 21	14,000 00	10,616 80	14,000 00
For carts, timber wheels, and tools and repairing.....	14,739 49	15,000 00	25,153 50	31,500 00	13,456 78	18,500 00	4,630 10	5,000 00	5,060 73	7,500 00
For postage on letters on public service, and telegrams.....	40 02	50 00	131 08	400 00	249 45	1,200 00	41 00	200 00	36 20	200 00
For furniture for government houses and offices in navy yards.....	1,752 56	5,000 00	2,308 78	5,600 00	1,612 68	3,000 00	968 93	2,000 00	1,090 35	3,500 00
For coal and other fuel for yards and docks purposes.....	841 00	1,000 00	1,897 26	8,000 00	4,509 65	6,500 00	912 05	1,500 00	1,253 21	4,000 00
For candles, oil, and gas.....	267 93	500 00	1,965 74	3,500 00	3,678 21	5,500 00	2,118 19	2,500 00	1,542 82	3,500 00
For cleaning and clearing up yard and care of buildings.....	1,051 86	15,000 00	17,920 18	20,000 00	23,049 15	33,500 00	9,079 48	10,000 00	5,727 75	13,500 00
For attendance on fire, lights, fire engines, and apparatus.....	402 10	6,600 60	4,468 00	6,000 00	477 90	1,750 00	3,649 91	3,700 00	4,420 29	5,000 00
For incidental labor not chargeable to other appropriations.....	2,223 46	14,750 00	5,571 02	10,000 00	51,954 06	55,000 00	14,807 24	12,500 00	21,709 30	35,000 00
For water tax.....	56 00	50 00	5,510 45	7,000 00	5,241 42	15,000 00	803 00	600 00	.....	.....
For tolls and ferridges.....	30 00	100 00	.....	.....	297 50	500 00	.....	90 00	.....	.....
For pay of watchmen.....	21,966 00	25,000 00	22,861 06	25,000 00	23,861 06	30,000 00	13,876 44	14,000 00	12,352 50	13,500 00
For books, maps, models, and drawings.....	99 00	150 00	74 00	700 00	20 55	1,000 00	34 42	250 00	984 30	3,000 00
For flag-, awnings, and packing boxes.....	190 68	250 00	365 79	500 00	135 00	550 00	45 10	150 00	35 40	300 00
Total.....	82,912 62	130,000 00	165,552 77	180,000 00	171,372 90	250,000 00	69,631 89	75,000 00	77,242 00	140,000 00

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 6.—Statement and expenditures for contingent, &c.—Continued.

Objects.	Norfolk.		Pensacola.		Mare Island.		Sackett's Harbor.		Mound City.		Naval Asylum.	
	Expended in 1867-68.	Estimated for 1869-70.	Expended in 1867-68.	Estimated for 1869-70.	Expended in 1867-68.	Estimated for 1869-70.	Expended in 1867-68.	Estimated for 1869-70.	Expended in 1867-68.	Estimated for 1869-70.	Expended in 1867-68.	Estimated for 1869-70.
For freight and transportation	\$61 85	\$250 00	\$148 90	\$5,000 00	\$750 04	\$1,000 00						
For printing, stationery, and advertising	587 44	1,000 00	791 98	1,400 00	1,434 81	2,500 00						
For purchase and repair of fire engines	374 16	900 00	163 69	2,500 00	62 23	4,500 00						
For machinery of every description and patent rights	985 51	20,000 00	205 15	11,000 00	1,210 66	4,000 00						
For repairs on steam engines and attendance on same	1,531 84	4,000 00	1,164 83	8,835 00	654 15	2,500 00						
For purchase and maintenance of oxen and horses and driving teams	13,189 17	16,000 00	4,338 14	21,253 00	12,498 07	18,000 00						
For carts, timber wheels, tools, and repairing	4,588 55	6,000 00	2,766 07	10,598 00	7,154 63	12,000 00						
For postage on letters on public service and telegrams	81 07	200 00	48 85	350 00	88 03	100 00						
For furniture for government houses and offices in navy yards	48 68	2,500 00	485 03	7,800 00	4,974 36	5,000 00						
For coal and other fuel for yards and docks purposes	3,871 41	5,000 00	395 28	1,720 00	985 28	2,500 00						
For candles, oil, and gas	2,628 46	4,500 00	937 89	3,441 00	6,110 49	12,000 00						
For cleaning and clearing up yard and care of buildings	3,936 32	8,000 00	5,745 87	19,910 00	1,877 37	5,500 00						
For attendance on fires, lights, fire engines, and apparatus	1,783 45	5,400 00	116 06	4,642 00	2,307 35	3,500 00						
For incidental labor not chargeable to other appropriations	239,605 81	32,920 00	1,567 16	20,000 00	37,506 74	33,500 00						
For water tax	18 00	100 00		100 00	1,674 34	2,500 00						
For tolls and ferrriages	11,511 45	13,500 00	9,954 00	16,440 00	8,932 51	10,000 00						
For pay of watchmen		100 00		700 00	34 01	500 00						
For books, maps, models, and drawings	73 88	30 00	104 75	2,311 00	82 51	400 00						
For flags, awnings, and packing boxes												
Total	284,886 05	120,000 00	28,862 94	138,000 00	87,617 56	120,000 00	\$105 11	\$550 00	\$7,634 12	\$15,000 00		\$5,000 00

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 7.

Estimate of the appropriations under the cognizance of the Bureau of Yards and Docks, required for the service of the fiscal year ending June 30, 1870.

H heads or titles of appropriations.	Estimate of appropriations required for the service of the fiscal year ending June 30, 1870.	Appropriations for the fiscal year ending June 30, 1869.
Pay of superintendents.....	\$138,931 25	\$50,000 00
Contingent enumerated	1,173,500 00	800,000 00
Navy yard, Portsmouth, N. H.	143,500 00	50,000 00
Navy yard, Boston	138,000 00	100,000 00
Navy yard, New York.....	251,395 00	100,000 00
Navy yard, Philadelphia.....	73,850 00	50,000 00
Navy yard, Washington.....	155,800 00	80,000 00
Navy yard, Norfolk.....	120,000 00	50,000 00
Navy yard, Pensacola.....	144,851 00	50,000 00
Navy yard, Mare Island.....	161,500 00	60,000 00
Naval station, Sackett's Harbor	1,000 00	2,000 00
Naval station, Mound City.....	11,500 00	27,000 00
Naval station, Key West.....	20,000 00	3,000 00
Naval Asylum, Philadelphia.....	10,600 00	8,600 00
Support of beneficiaries	54,000 00	54,000 00
Total.....	2,598,427 25	1,484,000 00

BUREAU OF YARDS AND DOCKS, October 1, 1868.

Y. & D. No. 8.

ABSTRACT OF OFFERS FOR SUPPLIES (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF YARDS AND DOCKS, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard at Portsmouth, New Hampshire, under advertisement dated May 22, 1868.

Class No. 6, white pine, spruce, juniper, and cypress:	Hyatt & Spencer	\$1,431 3
Joseph W. Duryee..... \$5,600 00	William E. Coffin & Co... 1,525 70	
Trickey & Jewett	William A. Torrey..... 1,691 11	
Watson & Pittinger	William Porter & Sons.... 1,414 45	
Evans & Teemyer..... 5,735 00	A. A. Foster..... 1,452 13	
S. P. Brown & Son..... 5,066 00	Joseph L. Savage	*1,304 72
J. Bigler & Co..... 6,490 00		
George A. Hammond..... *4,060 00	Class No. 12, steel:	
	David Babcock.....	297 00
Class No. 11, iron, iron spikes and nails:	J. B. Fuller.....	308 00
David Babcock..... 1,444 15	William A. Wheeler	273 00
John B. Fuller..... 1,377 45	Joseph Low.....	336 00
William A. Wheeler	Spalding & Parrott	308 00
1,626 59	John D. Lyman	322 00
Joseph Low..... 1,427 06	William E. Coffin & Co... 378 00	
Spalding & Parrott	William A. Torrey.....	264 60
1,401 23	William Porter & Sons....	*259 90
John P. Lyman	A. A. Foster.....	266 00
1,485 25	Joseph L. Savage.....	264 00

* Accepted.

Class No. 15, paints, oils, and glass:

David Babcock.....	\$2,091 57
William A. Wheeler	2,177 25
John H. De Forrest.....	2,165 90
John H. Bailey.....	1,989 00
Hyatt & Spencer	2,017 80
William Porter & Sons....	2,011 70
A. A. Foster	2,079 50
Joseph L. Savage.....	*1,852 30

Class No. 16, ship chandlery:

David Babcock.....	514 55
William A. Wheeler	703 50
George T. Vaughn.....	826 80
John H. Bailey.....	799 00
Hyatt & Spencer	589 75
William Porter & Sons....	739 45
A. A. Foster	550 00
Joseph L. Savage.....	*443 75

Class No. 17, hardware:

David Babcock.....	2,086 74
William A. Wheeler	2,348 20
Joseph Low	2,095 82
John H. Bailey.....	1,969 00
Hyatt & Spencer	1,974 85
William A. Torrey	2,083 33
A. A. Foster	1,794 52
Joseph L. Savage	*1,589 35

Class No. 18, stationery:

William A. Wheeler	\$354 67
Hall L. Davis	307 10
J. F. Shores, jr	286 20
H. F. Stoddard.....	295 03
John M. Whittemore.....	271 32
Dempsey & O'Toole	270 54
W. C. Rogers & Co	*255 19

Class No. 20, hay and straw:

David Babcock.....	5,000 00
Charles C. Barrell	*2,371 25
Trickey & Jewett.....	2,750 00
A. B. Hoitt	2,800 00
George A. Hammond.....	2,675 00

Class No. 21, provender:

David Babcock.....	\$2,809 50
Charles G. Pickering.....	*2,384 44
William Porter & Sons....	2,737 00
George A. Hammond.....	2,390 00

Class No. 22, charcoal:

David Babcock.....	175 00
William A. Wheeler	125 00
Charles G. Brown.....	*100 00
John P. Lyman	135 00
William Porter & Sons....	165 00

Class No. 24, sperm and lubricating oils:

David Babcock.....	932 00
John B. Fuller.....	920 00
William A. Wheeler.....	940 00
J. H. De Forrest.....	900 00
Hyatt & Spencer	1,000 00
William Porter & Sons....	936 00
A. A. Foster	922 00
John D. Shearman.....	1,100 00
Joseph L. Savage.....	*840 00

Class No. 27, anthracite coal:

William A. Wheeler.....	640 00
George W. Tucker.....	597 60
Samuel Oakman.....	596 00
White, Fowler & Snow ...	*520 00

Class No. 29, bituminous Cumberland coal:

William A. Wheeler	1,520 00
George W. Tucker.....	*1,190 00
Samuel Oakman.....	1,300 00
S. P. Brown & Son.....	1,265 00
White, Fowler & Snow ...	1,460 00

Class No. 32, machinery and tools:

David Babcock.....	276 50
J. B. Fuller.....	310 00
William A. Wheeler.....	330 00
G. & C. Place	333 00
Spaulding & Parrott.....	294 00
Hyatt & Spencer.....	314 50
William Porter & Sons....	263 60
Alonzo A. Foster.....	*199 96
Joseph L. Savage	277 50

Offers for supplies for the navy yard, Boston, under advertisement dated May 22, 1863.

Class No. 1, bricks:

David Babcock.....	\$1,065 55
Joseph L. Savage.....	*940 00
William A. Wheeler	1,125 00
Samuel Oakman.....	1,000 00
William E. Coffin & Co...	1,070 00

* Accepted.

Class No. 2, stone:

David Babcock.....	\$5,327 00
Cobb, Wright & Co	†1,830 00
Samuel Oakman.....	5,080 00
I. F. & F. L. Gilman	*4,820 00

† Informal.

Class No. 4, yellow pine lumber:

Trickey & Jewett	\$880 00
Watson & Pittinger	1,700 00
J. Rigler & Co	880 00

Class No. 5, oak and hard wood:

Trickey & Jewett	*3,965 00
S. P. Brown & Son	4,901 00
Watson & Pittinger	5,380 00
J. Bigler & Co	4,036 00
J. W. Duryee	4,461 00

Class No. 6, white pine, spruce, juniper, and cypress:

Trickey & Jewett	*11,770 00
Watson & Pittinger	14,460 00
George Adams	18,192 50
J. Bigler & Co	15,770 00
Joseph W. Duryee	12,575 00

Class No. 7, lime, hair, and plaster:

David Babcock	589 00
Cobb, Wright & Co	488 00
William A. Wheeler	575 00
Samuel Oakman	530 00
William Porter & Sons	593 90
Joseph Low	525 00
A. A. Foster	*483 50

Class No. 8, cement:

David Babcock	479 00
William A. Wheeler	470 00
Samuel Oakman	470 00
John B. Fuller	500 00
William Porter & Sons	454 00
Joseph Low	‡450 00
Hyatt & Spencer	450 00

Class No. 9, gravel and sand:

David Babcock	1,500 00
Samuel Oakman	*1,425 00

Class No. 9½, moulding and fire sand and fire clay:

David Babcock	*70 00
Joseph L. Savage	285 00
Samuel Oakman	150 00
William Porter & Sons	119 80
William E. Coffin & Co	85 00

Class No. 10, slate:

David Babcock	535 00
William A. Wheeler	620 00
Samuel Oakman	600 00
John B. Fuller	430 00
George Adams	570 00
Hyatt & Spencer	*430 80

Class No. 11, iron, iron spikes, and nails:

David Babcock	\$3,485 78
George H. Creed	3,546 84
Joseph L. Savage	*3,145 90
William A. Wheeler	3,889 45
J. B. Fuller	3,337 73
William Porter & Sons	3,445 57
William A. Torrey	4,154 49
George Adams	3,897 15
W. E. Coffin & Co	3,484 48
Joseph Low	3,177 40
A. A. Foster	3,545 90
Hyatt & Spencer	3,490 79

Class No. 12, steel:

David Babcock	292 00
George H. Creed	*254 00
Joseph L. Savage	264 00
William A. Wheeler	390 00
J. B. Fuller	467 00
William Porter & Son	267 00
William A. Torrey	262 51
George Adams	297 50
Joseph Low	390 00
A. A. Foster	297 00

Class No. 13, pig iron:

David Babcock	943 00
George H. Creed	1,150 00
Joseph L. Savage	*790 00
William A. Wheeler	1,000 00
Samuel Oakman	1,200 00
William Porter & Sons	979 20
William E. Coffin & Co	1,050 00
Joseph Low	850 00
A. A. Foster	1,001 00

Class No. 14, files:

David Babcock	539 25
George H. Creed	553 65
Joseph L. Savage	*448 95
William A. Wheeler	689 72
J. B. Fuller	702 02
William Porter & Sons	607 20
William A. Torrey	585 13
George Adams	713 86
Joseph Low	729 75
C. Sullivan, (president)	537 50
G. & H. Barnett	643 58
A. A. Foster	533 40
Hyatt & Spencer	565 46

Class No. 15, paints, oils, and glass:

David Babcock	2,901 73
John H. De Forrest	*2,506 92
George H. Creed	2,526 65
Joseph L. Savage	2,710 80
William A. Wheeler	3,191 65
William Porter & Sons	2,562 24
A. A. Foster	2,660 30
Hyatt & Spencer	2,755 41

* Acco; t. d.

‡ Decided by lot.

Class No. 16, ship chandlery:

David Babcock	\$2,121 44
George H. Creed	1,836 90
Joseph L. Savage	*1,712 52
William A. Wheeler	2,719 43
William Porter & Sons	2,223 05
A. A. Foster	1,891 00
Hyatt & Spencer	1,667 14

Class No. 17, hardware:

David Babcock	4,233 10
George H. Creed	4,331 91
William A. Wheeler	4,996 87
Scudder, Rogers & Co.	5,247 89
J. B. Fuller	5,749 65
William A. Torrey	4,941 43
Joseph Low	4,159 45
A. A. Foster	*3,916 74
Hyatt & Spencer	4,123 43
Goodnow & Whiteman	6,307 62

Class No. 18, stationery:

Knight & Johnson	2,426 25
A. E. Cutter	2,326 49
Dempsey & O'Toole	*1,334 61
William A. Wheeler	2,170 40
J. M. Whittemore	1,943 67
Cutter, Tower & Co.	2,356 62
W. C. Rogers & Co	1,936 78
H. F. Stoddard	2,094 73
John W. Gresham	2,398 22

Class No. 20, hay and straw:

David Babcock	2,876 00
George H. Creed	2,360 00
Trickey & Jewett	*1,634 00
A. D. Hoitt	1,937 60
Mullett & Bradbury	2,060 00

Class No. 21, provender:

David Babcock	4,269 65
Mullett & Bradbury	*3,011 50

Class No. 22, charcoal:

David Babcock	70 00
William A. Wheeler	60 00
Samuel Oakman	*42 00
A. A. Foster	76 00
Mullett & Bradbury	44 00

Class No. 23, belting, packing, and hose:

David Babcock	1,896 65
George H. Creed	*1,414 70
William A. Wheeler	2,703 25
J. B. Fuller	1,815 40
William Porter & Sons	1,633 32
William A. Torrey	2,405 92
Joseph Low	3,405 00
A. A. Foster	2,253 00

C. M. Clapp & Co..... \$1,658 00

Class No. 24, sperm and lubricating oils:

David Babcock	650 30
John H. DeForrest	655 80
George H. Creed	698 50
J. D. Shearman, agent	791 30
Joseph L. Savage	*589 80
William A. Wheeler	686 60
J. B. Fuller	614 00
William Porter & Sons	681 36
A. A. Foster	678 40

Class No. 25, iron work, piping, &c.:

David Babcock	707 65
G. and C. Place	628 70
George H. Creed	694 00
S. T. Sanborn & Co.	*534 32
William A. Wheeler	752 53
J. B. Fuller	822 10
William Porter & Sons	618 83
William A. Torrey	607 34
W. E. Coffin & Co	1,277 58
Joseph Low	1,017 70
J. J. Walworth	550 75
A. A. Foster	624 33
Hyatt & Spencer	617 02

Class No. 27, anthracite coal:

William A. Wheeler	1,035 00
White, Fowler & Snow	*937 50
S. P. Brown & Son	945 00
Samuel Oakman	1,012 50

Class No. 29, bituminous Cumberland coal:

William A. Wheeler	250 00
White, Fowler & Snow	350 00
Samuel Oakman	*240 00

Class No. 31, copper and composition nails:

David Babcock	434 00
George H. Creed	435 00
William A. Wheeler	507 00
J. B. Fuller	437 50
William Porter & Sons	440 00
William A. Torrey	458 74
George Adams	470 00
Joseph Low	427 50
A. A. Foster	*411 25
Hyatt & Spencer	448 00

Class No. 32, machinery and tools:

G. & C. Place	2,235 00
George H. Creed	2,237 00
J. B. Fuller	*1,997 00

* Accepted.

Offers for supplies for the navy yard, New York, under advertisement dated May 22, 1868.

Class No. 1, bricks:

David Babcock.....	*\$1,172 50
William A. Wheeler.....	1,600 00
Joseph Low.....	1,350 00

Class No. 4, yellow pine lumber:

David Babcock.....	2,320 00
Lathbury, Wickersham & Co	2,730 00
J. Bigler & Co.....	*2,110 00
Watson & Pittinger.....	3,010 00
S. P. Brown & Son.....	2,610 00
Joseph H. Duryee.....	2,560 00

Class No. 5, oak and hardwood:

David Babcock.....	*605 00
J. Bigler & Co.....	665 00
Watson & Pittinger.....	790 00
Joseph W. Duryee.....	643 00

Class No. 11, iron, iron spikes, and nails:

David Babcock.....	1,050 67
Hyatt & Spencer.....	1,045 84
William A. Wheeler.....	1,199 36
George H. Creed.....	*1,032 73
William Porter & Sons.....	1,089 67
William A. Torrey.....	1,210 52
A. A. Foster.....	1,087 05
Joseph Low.....	1,076 92

Class No. 14, files:

David Babcock.....	252 13
G. H. Barrett.....	298 89
C. Sullivan (president).....	*250 50
Hyatt & Spencer.....	266 45
William A. Wheeler.....	322 32
George H. Creed.....	274 10
William Porter & Sons.....	286 75
William A. Torrey.....	260 99
A. A. Foster.....	264 71
J. B. Fuller.....	287 60
Joseph Low.....	354 00

Class No. 15, paints, oils, and glass:

David Babcock.....	1,095 71
Hyatt & Spencer.....	990 65
William A. Wheeler.....	1,127 11
George H. Creed.....	*928 00
William Porter & Sons.....	975 38
A. A. Foster.....	981 94
John H. De Forrest.....	980 77

Class No. 16, ship chandlery:

David Babcock.....	1,315 42
Hyatt & Spencer.....	1,166 06
William A. Wheeler.....	1,381 67
George H. Creed.....	*893 90
William Porter & Sons.....	1,331 86
A. A. Foster.....	1,129 82

Class No. 17, hardware:

David Babcock.....	\$2,862 67
Hyatt & Spencer.....	2,988 14
William A. Wheeler.....	3,219 08
George H. Creed.....	*2,538 58
William A. Torrey.....	3,174 35
A. A. Foster.....	2,657 94
Joseph Low.....	2,821 40

Class No. 18, stationery:

Cutler, Tower & Co.....	*1,530 12
J. M. Whittemore.....	1,763 65
George H. Creed.....	1,665 24
William H. Arthon & Co....	1,563 18
Dempsey & O'Toole.....	1,534 29
W. C. Rogers & Co.....	1,540 30

Class No. 20, hay and straw:

David Babcock.....	3,750 00
William M. Shipman.....	3,584 00
George H. Creed.....	*2,805 00

Class No. No. 21, provender:

David Babcock.....	6,783 00
William M. Shipman.....	5,007 50
George H. Creed.....	*4,948 00
Joseph Low.....	5,299 00

Class No. 23, belting, packing, and hose:

David Babcock.....	1,401 70
Hyatt & Spencer.....	1,351 90
William A. Wheeler.....	1,719 00
C. M. Clapp & Co.....	1,240 80
George H. Creed.....	1,288 10
William Porter & Sons.....	*1,102 60
William A. Torrey.....	1,449 20
A. A. Foster.....	1,356 40
J. B. Fuller.....	1,303 50

Class No. 25, iron work, piping, &c:

David Babcock.....	691 96
Hyatt & Spencer.....	601 62
William A. Wheeler.....	598 83
George H. Creed.....	*548 30
William Porter & Sons.....	564 86
William A. Torrey.....	589 53
Alonzo A. Foster.....	548 82
J. B. Fuller.....	726 38
Felix Campbell.....	946 58

Class No. 26, augers:

David Babcock.....	91 71
Hyatt & Spencer.....	*49 39
William A. Wheeler.....	96 00
George H. Creed.....	76 85
William A. Torrey.....	94 30

* Accepted.

A. A. Foster	\$75 00	White, Fowler & Snow...	*\$2,851 15
J. B. Fuller	121 26		
Joseph Low	124 25	Class No. 30, semi-bituminous coal:	
Class No. 27, anthracite coal:			
A. R. Boss	3,041 65	A. R. Boss	*1,020 00
William A. Wheeler	3,492 50	William A. Wheeler	1,150 00
S. P. Brown & Son	3,079 75	White, Fowler & Snow ...	1,125 00

Offers for supplies for the navy yard, Philadelphia, under advertisement dated May 22, 1868.

Class No. 1, bricks:		George Adams	\$1,365 75
David Babcock	*\$78 75	William A. Torrey	1,541 50
Paul J. Field	122 50	William Porter & Sons	1,232 20
Class No. 2, stone:		A. A. Foster	1,262 12
David Babcock	750 00	Paul J. Field	1,300 55
Cobb, Wright & Co	1,615 00	Jos. L. Savage	1,130 75
Evans & Feemeyer	*\$40 00	Wheeler & Browning	1,285 00
Paul J. Field	1,215 00	Joseph Low	*1,114 40
James E. Neale	665 00	Class No. 15, paints, oils, and glass:	
Class No. 3, yellow pine timber:		David Babcock	2,102 66
Watson & Pittinger	1,280 75	Hyatt & Spencer	2,178 23
Lathbury, Wickersham & Co	*948 40	William A. Wheeler	2,189 80
Class No. 4, yellow pine lumber:		B. Richardson	2,061 84
Watson & Pittinger	170 00	William Porter & Sons	2,031 17
Lathbury, Wickersham & Co	105 00	A. A. Foster	2,269 75
Jos. W. Duryee	*\$84 00	Joseph L. Savage	*1,917 50
Class No. 5, oak and hardwood:		John H. DeForrest	2,069 08
Watson & Pittinger	657 50	Class No. 16, ship chandlery:	
Jos. W. Duryee	*617 20	David Babcock	878 69
Class No. 6, white pine, spruce, juniper, and cypress:		Hyatt & Spencer	914 35
Watson & Pittinger	1,412 50	William A. Wheeler	1,250 27
Evans & Teemyer	1,307 00	Samuel E. Rice	1,046 47
Thomas & Pohl	*1,071 16	William Porter & Sons	917 83
Joseph W. Duryee	1,141 50	A. A. Foster	929, 50
Class No. 9, gravel and sand:		Jos. L. Savage	*755 65
David Babcock	420 00	Wheeler & Browning	1,036 80
Paul J. Field	*382 50	Class No. 17, hardware:	
Class No. 10, slate		J. B. Shannon	1,320 99
David Babcock	247 50	David Babcock	1,240 94
William A. Wheeler	*150 00	Hyatt & Spencer	1,175 41
Class No. 11, iron, iron spikes, and nails:		William A. Wheeler	1,343 46
Hyatt & Spencer	1,198 85	William A. Torrey	1,210 57
William A. Wheeler	1,455 50	A. A. Foster	1,109 88
David Babcock	1,317 20	Paul J. Field	1,473 19
		Joseph L. Savage	*1,032 08
		Wheeler & Browning	1,427 77
		Joseph Low	1,370 11
		Class No. 18, stationery:	
		William A. Wheeler	940 65
		Cutler, Tower & Co	613 32
		J. M. Whittemore	656 92
		Moss & Co	702 49
		Dempsey & O'Toole	*583 32
		Knight & Johnson	766 11
		W. C. Rogers & Co	647 47
		Ferdinand Foster	798 81

*Accepted.

Class No. 20, hay and straw:

David Babcock.....	*\$1,235 00
Paul J. Field.....	1,316 00

Class No. 21, provender:

David Babcock.....	2,875 25
William Porter & Sons....	2,228 50
Paul J. Field.....	2,480 50
John H. De Forrest.....	*1,938 75

Class No. 23, belting, packing, and hose:

David Babcock.....	318 50
William A. Wheeler.....	368 00
William A. Torrey.....	353 50
William Porter & Sons....	331 20
A. A. Foster.....	*260 00
Joseph L. Savage.....	308 00

Class No. 24, sperm and lubricating oils:

David Babcock.....	*222 90
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William A. Wheeler.....	\$254 00
B. Richardson.....	234 50
William Porter & Sons....	249 40
A. A. Foster.....	231 80
Henry Boureau & Co.....	254 50
John B. Shearman, (agent)	255 50
Joseph L. Savage.....	246 00
John H. De Forrest.....	247 00

Class No. 31, copper and composition nails:

David Babcock.....	111 50
William A. Wheeler.....	237 50
William A. Torrey.....	117 50
William Porter & Sons....	97 50
A. A. Foster.....	*90 00
Joseph L. Savage.....	222 00

Class No. 32, machinery and tools:

G. & C. Place.....	*2,599 00
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Offers for supplies for the Naval Asylum at Philadelphia, under advertisement dated May 22, 1868.

Class No. 1, clothing:

James McShane.....	\$3,913 05
Jacob Reed.....	*3,056 90

Class No. 2, hats, boots, and shoes:

James Orr.....	*728 75
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Class No. 3, provisions:

G. & A. Scheidt.....	*11,631 00
Thomas Strickland.....	11,856 20

Class No. 4, groceries:

Crippen & Maddock.....	*7,696 60
Albert C. Roberts.....	8,171 90
Anderson & Dunlap.....	7,735 58

Class No. 5, dry goods:

Crippen & Maddock.....	*939 50
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Class No. 6, bread:

Joseph Peters.....	2,223 25
John McIlwain.....	*2,025 25

Class No. 7, tobacco:

Crippen & Maddock.....	450 00
Paul J. Field.....	*345 00

Class No. 8, coal:

Morris & Co.....	2,660 00
J. S. Lowry & Son.....	*2,300 00
J. Goodyear, (secretary)...	2,705 00

* Accepted.

Class No. 9, paints, oils, and glass:

Crippen & Maddock.....	\$147 35
A. A. Foster.....	84 60
B. Richardson.....	*68 90

Class No. 11, lumber:

Watson & Pittinger.....	427 50
Thomas & Pohl.....	278 21

Class No. 12, firewood:

Paul J. Field.....	176 00
J. S. Lowry & Son.....	*144 00

Class No. 13, provender:

Paul J. Field.....	*331 00
Thomas Strickland.....	343 50

Class No. 14, miscellaneous:

Crippen & Maddock.....	1,156 00
A. A. Foster.....	*700 00

Class No. 15, hardware:

A. A. Foster.....	*178 00
Paul J. Field.....	262 82
Hyatt & Spencer.....	187 65

Class No. 16, stationery:

J. M. Whittemore.....	261 88
W. C. Rogers & Co.....	*198 60
Ferdinand Foster.....	291 55

† Informal.

Offers for supplies for the navy yard, Washington, under advertisement dated May 22, 1868.

Class No. 5, oak and hardwood:

David Babcock.....	\$419 50
George N. Beale	*226 00
Watson & Pittinger	1,040 00

Class No. 6, white pine, spruce, juniper, and cypress:

David Babcock.....	1,070 00
George N. Beale	*222 40
Watson & Pittinger	545 00

Class No. 7, lime, hair, and plaster:

Joseph L. Savage	*371 64
David Babcock.....	469 50
J. H. De Forrest	395 00
William Porter & Sons....	573 82
William A. Wheeler.....	588 50
William Guinand	450 50
George N. Beale	411 50
Wheeler & Browning	477 00
S. P. Brown & Son	374 00

Class No. 8, cement:

Joseph L. Savage.....	*492 50
David Babcock.....	562 50
J. H. De Forrest	562 50
Hyatt & Spencer	562 50
William Porter & Sons....	597 50
William A. Wheeler.....	587 50
George N. Beale	500 00
Wheeler & Browning	625 00
S. P. Brown & Son	500 00

Class No. 9, gravel and sand:

Joseph L. Savage.....	430 00
David Babcock.....	2,175 00
James A. Bean	630 00
George N. Beale	*388 00
Wheeler & Browning	800 00

Class No. 11, iron, iron spikes, and nails:

Joseph L. Savage.....	2,046 00
David Babcock.....	2,276 90
Joseph Low.....	*2,040 00
Hyatt & Spencer	2,216 38
George Adams.....	2,366 25
William E. Coffin & Co...	2,307 50
William Porter & Sons....	2,219 10
William A. Wheeler.....	2,679 00
William A. Torrey	2,686 14
A. A. Foster.....	2,351 00
J. B. Fuller	2,243 00
Wheeler & Browning	2,216 00

Class No. 13, pig iron:

Joseph L. Savage.....	*1,962 50
David Babcock.....	2,195 00

* Accepted.

Joseph Low.....	\$2,000 00
Hyatt & Spencer	2,250 00
W. E. Coffin & Co	2,225 00
William Porter & Sons....	2,172 00
William A. Wheeler.....	2,250 00
William A. Torrey	2,322 00
A. A. Foster.....	2,325 00
Wheeler & Browning.....	2,000 00

Class No. 15, paints, oils, and glass:

David Babcock.....	1,258 00
Joseph L. Savage.....	*773 00
B. Richardson	929 00
J. H. De Forrest	956 60
Hyatt & Spencer	979 00
William Porter & Sons....	969 00
William A. Wheeler.....	1,215 00
A. A. Foster.....	1,500 00
J. B. Fuller	1,095 00
Wheeler & Browning	1,500 80

Class No. 16, ship chandlery:

Joseph L. Savage.....	1,021 15
David Babcock.....	1,133 96
Hyatt & Spencer	993 63
Samuel E. Rice	1,043 74
William Porter & Sons....	1,003 36
William A. Wheeler.....	1,104 10
A. A. Foster.....	*870 50
George N. Beale.....	1,180 92
Wheeler & Browning.....	888 25

Class No. 17, hardware:

Joseph L. Savage.....	*1,689 46
David Babcock	1,725 33
Joseph Low.....	2,181 12
Hyatt & Spencer	1,875 90
William A. Wheeler.....	2,008 60
William A. Torrey	1,958 33
A. A. Foster.....	1,812 97
J. B. Fuller	1,755 60
Wheeler & Browning.....	2,018 35

Class No. 18, stationery:

Cutler, Tower & Co	1,249 10
J. M. Whittemore	1,272 32
William A. Wheeler	1,900 75
Philp & Solomons.....	1,433 04
W. C. Rogers & Co.....	1,164 22
Dempsey & O'Toole.....	*1,040 33

Class No. 20, hay and straw:

Joseph L. Savage.....	*787 50
David Babcock	1,540 00
P. W. Dorsey	1,132 50
George N. Beale	1,050 00
Wheeler & Browning.....	962 50

Class No. 21, provender:

Joseph L. Savage	†1,339 50
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† Informal.

David Babcock	\$2,179 50	Class No. 26, augers:	
J. H. De Forrest	1,701 00	Joseph L. Savage	\$95 25
William Porter & Sons	2,052 93	David Babcock	100 11
P. W. Dorsey	*1,501 62	Joseph Low	*62 25
George N. Beale	1,642 50	Hyatt & Spencer	104 58
Wheeler & Browning	†1,482 50	William A. Wheeler	104 45
Class No. 23, belting, packing, and hose:		William A. Torrey	100 70
Joseph L. Savage	*946 50	A. A. Foster	98 60
David Babcock	1,334 75	J. B. Fuller	116 13
Joseph Low	3,006 50	Wheeler & Browning	107 25
Samuel E. Rice	1,127 00	Class No. 27, anthracite coal:	
C. M. Clapp & Co.	1,299 50	White, Fowler & Snow ...	530 00
William Porter & Sons	1,065 40	William A. Wheeler	600 00
William A. Wheeler	1,426 50	William Guinand	561 00
William A. Torrey	1,193 90	George N. Beale	*525 00
A. A. Foster	1,032 00	S. P. Brown & Son	564 00
J. B. Fuller	1,201 00	Class No. 29, bituminous Cum- berland coal:	
Wheeler & Browning	1,370 25	White, Fowler & Snow ...	1,350 00
Class No. 25, iron work, piping, &c.:		William A. Wheeler	1,545 00
Joseph L. Savage	1,603 00	William Guinand	*1,257 00
J. J. Walworth	*1,508 75	George N. Beale	1,500 00
David Babcock	1,806 75	S. P. Brown & Son	1,302 00
Joseph Low	2,488 75	D. T. Jackson	1,725 00
Hyatt & Spencer	1,842 25	Class No. 32, machinery and tools:	
William Porter & Sons	1,729 00	G. & C. Place	899 00
William A. Wheeler	1,637 50	J. B. Fuller	*525 00
William A. Torrey	1,642 60		
John B. Fuller	1,836 25		
Wheeler & Browning	1,722 50		
Felix Campbell	2,203 00		

Offers for supplies for the navy yard, Norfolk, Virginia, under advertisement dated May 22, 1868.

Class No. 11, iron, iron spikes, and nails:		William A. Wheeler	\$126 25
David Babcock	\$446 50	Evans & Teemyer	*101 70
Lookins & Myers	536 00	Joseph L. Savage	111 70
Hyatt & Spencer	420 76	Wheeler & Browning	111 25
William E. Coffin & Co.	501 25	John H. De Forrest	114 30
William Porter & Sons	456 00	Durr & Cutherell	107 05
William A. Torrey	485 00	Class No. 16, ship-chandlery:	
A. A. Foster	413 50	David Babcock	789 36
John B. Fuller	483 00	Samuel E. Rice	781 90
William A. Wheeler	486 00	Lookins & Myers	942 00
Joseph L. Savage	452 00	Hyatt & Spencer	717 36
Taylor, Martin & Co.	*413 00	William Porter & Sons	615 81
Wheeler & Browning	476 50	A. A. Foster	685 81
Joseph Low	511 00	John B. Fuller	610 42
Class No. 15, paints, oils, and glass:		William A. Wheeler	1,182 45
David Babcock	105 24	Joseph L. Savage	*592 50
Lookins & Myers	143 50	Taylor, Martin & Co.	651 50
Hyatt & Spencer	111 63	Wheeler & Browning	818 75
William Porter & Sons	108 70	Durr & Cutherell	650 00
A. A. Foster	112 50	Class No. 17, hardware:	
John B. Fuller	113 25	David Babcock	120 02
		Hyatt & Spencer	120 00

* Accepted.

† Informal.

William A. Torrey.....	\$125 01	Joseph L. Savage.....	*\$1,848 00
A. A. Foster.....	*110 44		
John B. Fuller.....	124 20	Class No. 21, provender:	
William A. Wheeler.....	137 28	David Babcock.....	4,342 00
Joseph L. Savage.....	125 10	P. H. Whitehurst.....	2,472 50
Taylor, Martin & Co.....	114 00	Lookins & Myers.....	*2,279 00
Wheeler & Browning.....	140 58	Joseph L. Savage.....	2,751 50
Joseph Low.....	112 02		
Class No. 18, stationery:		Class No. 27, anthracite coal:	
Lookins & Myers.....	274 60	William A. Wheeler.....	*240 00
J. M. Whittmore.....	284 55	White, Fowler & Snow...	450 00
William C. Rogers & Co..	*240 06		
William A. Wheeler.....	355 45	Class No. 29, bituminous Cum-	
Dempsey & O'Toole.....	328 22	berland coal:	
Knight & Johnson.....	298 97	D. S. Woolridge.....	2,200 00
Class No. 20, hay and straw:		William A. Wheeler.....	2,440 00
David Babcock.....	3,080 00	S. P. Brown & Son.....	2,120 00
P. H. Whitehurst.....	2,302 30	Evans & Teemyer.....	2,296 00
Lookins & Myers.....	2,156 00	White, Fowler & Snow...	*2,028 00
		D. T. Jackson.....	3,100 00

Offers for supplies for the navy yard, Pensacola, under advertisement dated May 22, 1868.

Class No. 1, bricks:		Class No. 8, cement:	
David Babcock.....	\$132 00	David Babcock.....	\$590 00
Samuel L. Clapp.....	*90 00	Samuel L. Clapp.....	700 00
William A. Wheeler.....	185 00	William A. Wheeler.....	650 00
John B. Fuller.....	125 00	William Porter & Sons....	634 00
A. L. Avery.....	250 00	John B. Fuller.....	550 00
Evans & Teemyer.....	170 00	A. L. Avery.....	720 00
Joseph L. Savage.....	121 50	J. D. Kenney.....	598 00
Class No. 5, oak and hard wood:		Joseph Low.....	*500 00
David Babcock.....	*74 75	Evans & Teemyer.....	800 00
Samuel L. Clapp.....	90 00	Joseph L. Savage.....	550 00
Watson & Pittinger.....	250 00		
John B. Fuller.....	100 00	Class No. 10, slate:	
A. L. Avery.....	150 00	David Babcock.....	*425 00
Evans & Teemyer.....	100 00	Samuel L. Clapp.....	500 00
Class No. 6, white pine, spruce,		William A. Wheeler.....	500 00
juniper, and cypress:		John B. Fuller.....	500 00
David Babcock.....	*297 50	A. L. Avery.....	550 00
Samuel L. Clapp.....	420 00	Evans & Teemyer.....	† 65 00
Watson & Pittinger.....	420 00		
John B. Fuller.....	315 00	Class No. 11, iron, iron spikes,	
A. L. Avery.....	525 00	and nails:	
Evans & Teemyer.....	350 00	David Babcock.....	584 60
Class No. 7, lime, hair, and plaster:		Hyatt & Spencer.....	704 25
David Babcock.....	1,375 00	Samuel L. Clapp.....	641 38
Samuel L. Clapp.....	1,417 50	William A. Wheeler.....	714 32
Cobb, Wright & Co.....	1,520 60	William McKenzie Oerting	789 20
William A. Wheeler.....	1,725 00	William Porter & Sons....	621 39
William Porter & Sons....	1,606 95	Alonzo A. Foster.....	665 90
Alonzo A. Foster.....	1,535 00	John B. Fuller.....	668 64
John B. Fuller.....	2,018 75	A. L. Avery.....	836 35
A. L. Avery.....	1,268 75	Joseph Low.....	684 52
Joseph Low.....	*1,093 75	Joseph L. Savage.....	*579 30
Evans & Teemyer.....	1,395 00		
Joseph L. Savage.....	1,550 00	Class No. 12, steel:	
		David Babcock.....	86 00
		Samuel L. Clapp.....	94 50
		William A. Wheeler.....	87 50

* Accepted.

† Informal.

William Porter & Sons....	\$84 00	Knight & Johnson.....	\$606 67
Alonzo A. Foster.....	*71 50	William A. Wheeler	598 39
John B. Fuller	84 00	J. M. Whittemore	586 92
A. L. Avery.....	175 00	William H. Arthur & Co..	*485 97
Joseph Low.....	91 00	A. L. Avery.....	917 95
Joseph L. Savage.....	72 50	W. C. Rogers & Co.....	605 01
Class No. 15, paints, oils, and glass:		Class No. 20, hay and straw:	
David Babcock.....	1,507 79	David Babcock.....	1,261 00
Hyatt & Spencer	1,278 78	Samuel L. Clapp	1,170 60
Samuel L. Clapp	1,300 50	A. L. Avery.....	*975 00
William A. Wheeler	1,356 95	Edward Reilly.....	1,508 00
William Porter & Sons...	1,551 50	T. C. Quayle.....	1,040 05
Alonzo A. Foster.....	1,313 45	Class No. 21, provender:	
John B. Fuller	1,244 40	David Babcock.....	1,642 95
A. L. Avery.....	1,699 00	Samuel L. Clapp.....	1,310 85
J. D. Kenney	1,197 10	A. L. Avery.....	1,261 35
John H. De Forrest.....	1,229 50	John H. DeForrest.....	*1,010 25
Joseph L. Savage.....	*1,175 25	Edward Reilly.....	1,539 99
Class No. 16, ship chandlery:		T. C. Quayle.....	1,327 50
David Babcock.....	897 76	Class No. 23, belting, packing, and hose:	
Hyatt & Spencer	529 46	David Babcock.....	360 95
Samuel L. Clapp	431 95	Samuel L. Clapp	347 75
William A. Wheeler	723 99	C. M. Clapp & Co.....	271 80
William McKenzie Oerting	613 70	William A. Wheeler.....	467 00
William Porter & Sons...	466 44	William Porter & Sons...	353 02
Alonzo A. Foster	*409 5	Alonzo A. Foster	339 80
A. L. Avery.....	698 64	John B. Fuller	*257 40
James D. Kenney.....	511 90	Joseph Low.....	410 00
Joseph L. Savage	668 85	Joseph L. Savage.....	351 00
Class No. 17, hardware:		Class No. 24, sperm and lubricating oils:	
David Babcock.....	1,087 41	David Babcock.....	*95 60
Hyatt & Spencer	969 64	Samuel L. Clapp	140 00
Samuel L. Clapp	1,196 92	William A. Wheeler	96 00
William A. Wheeler	1,286 00	William Porter & Sons...	103 60
William McKenzie Oerting.	1,386 08	Alonzo A. Foster	96 00
Alonzo A. Foster	877 29	John B. Fuller	100 00
John B. Fuller	897 40	A. L. Avery.....	110 00
A. L. Avery.....	1,611 60	James D. Kenney.....	99 60
Joseph Low.....	*779 92	J. H. DeForrest.....	100 00
Joseph L. Savage.....	924 85	John D. Shearman, agent..	120 00
Class No. 18, stationery:		Joseph L. Savage.....	110 00
Samuel L. Clapp.....	516 85		

*Accepted.

BUREAU OF YARDS AND DOCKS.

BUREAU OF ORDNANCE.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,

October 27, 1868.

SIR: The reports of my predecessor have informed you of the very large amount of ordnance and ordnance stores that remain on hand from the supplies that accumulated during the war of the rebellion.

The value of every description of these, June 30, 1868, is estimated to be about seventeen millions of dollars.

No material diminution of this stock has been produced by the very

moderate demands for the limited number of vessels in commission; and the charges for their preservation and safe-keeping make considerable drafts on the small appropriation allowed for the ordnance expenditure of the current year ending June 30, 1868, amounting to \$264,500.

I have endeavored, since entering upon the duties of this office, some three months since, to reduce the monthly expenditure to its due proportion of the balance of this appropriation on hand, but so far have been unable to do so. Even at the present reduced rate the appropriation will be expended in the first nine months of the current fiscal year.

It seems hardly possible to diminish the present expenditure to the limits of this balance without detriment to the public service. I would therefore suggest that a small addition be made to meet this deficiency. If not needed, the department may be assured I shall not use it.

The estimates which I have submitted exceed the sum assigned for ordnance service of this year, but still are very much smaller than that called for by the ordnance officers at the various navy yards.

A large proportion of the Remington breech-loading carbines, which were ordered in the previous year, have been delivered, and will be issued for service as soon as the necessary appliances have been arranged.

On account of the want of funds the experimental operations of this bureau have ceased entirely. Wherefore I feel it to be my duty to recommend that some appropriation be made for the purpose. Without it, we can take no part in the great questions of the day that relate to the armament and armature of our vessels; and if an emergency were to arise which demanded prompt action in the extension of our navy, we should be unable to direct our efforts intelligently for the want of necessary data.

The solution of the ordnance problem is the principal condition to a successful result; in its investigation the best professional talent of France and England has been engaged for several years, and no cost has been deemed too great to arrive at a satisfactory conclusion.

Not very long since *wooden walls* were considered quite sufficient to withstand shot from 24-pounder and 32-pounder broadsides. Even the introduction of some Paixhan's guns did not shake the faith of seamen in the ships of that day; for the want of range and accuracy of these guns confined their scope to limited distances and to small numbers. They were, in fact, mere auxiliaries, and the common opinion seemed to contemplate but an exceptional application of them.

When, however, new ships appeared, armed with new shell-guns which threw their projectiles as accurately and as far as the best solid shot-guns in use, and had an explosive power corresponding to such heavy calibres, it became an object to keep out these missiles; and the attention of naval men, already directed to the remedy, received a quickened impulse. Paixhan himself had already indicated the prevention, in his "*Nouvelle Force Maritime*," to be *a resort to armature*.

The first iron-clad ship appeared in 1859—the *Gloire*—and her performance on the ocean left no further doubt as to the sea-going qualities of which such vessels were capable. From that time it was undeniable that armored ships must form at least a part of all navies; though it was by no means admitted that the construction and armature of the *Gloire* were the best that could be devised.

Ordnance men having observed that the defence against shells would thus be effectual, it behooved them to return to shot, increased to such calibres as to overcome the resistance of the plating.

Heavier armor was in turn resorted to; and so the question between attack and defence proceeded step by step, year after year, each having

the ascendancy alternately, until now, when the advantage seems to remain with the ordnance.

From these prolonged and costly experiments it has not yet been possible to obtain satisfactory conclusions in regard to the construction of vessels, and the style of plating which will best combine resistance and endurance. Each navy seems to have arrived at different results in these respects, and discordant opinions exist even in the same navy.

I have recently seen in foreign waters fine iron-clads, constructed in two different countries by private and public builders; and no two of these were alike in plan or mode of construction, though there were points of general resemblance.

Opinions differ quite as widely in regard to the preferable mode of developing ordnance power; whether it shall be by smooth or rifled bores—by loading at breech or muzzle—made from iron cast, or wrought, or from steel—solid or in connected parts; the relation of mass to velocity is also unsettled. In fact, the question involves the necessity of going back to fundamental principles, and starting thence by well conducted experiments.

In England, the government seems to have been satisfied, at first, to abide by the views and the skill of the distinguished engineer Armstrong; but after a large experience and a heavy expenditure, another direction has been taken.

In one of the recent French iron-clads, (the *Belliqueuse*,) I observed very heavy rifled cannon were mounted—loading at the breach—a system that has now lost favor with the English.

There is also a greater inclination to rifle cannon in England and France than with us at the present time—the experiences of battle having largely corrected that tendency in our navy.

It is of national importance that these questions should be investigated in the only way that their nature permits, that is by experiment.

We cannot take the conclusions of foreign powers even if it were possible to know what they agree upon; but we must search for ourselves and be able, as well as others, to carry the experience of the practice ground into battle.

It is true that no pressing occasion seems to demand an immediate exertion. We are at peace, and there is no sign of a war to which we need be, or are likely to be, a party. But the great European family of nations is alive with the apprehension of approaching war, and no one can say at what instant its vast armies may be precipitated into deadly conflict. When this comes it cannot be an internal struggle, but will extend wherever the commerce or the distant possessions of civilization are to be found.

Even so great a nation as the United States may be denied the privilege of neutrality. Orders in council and imperial decrees will again, as of old, revive no peaceful discussion of the rights of belligerent and neutral which are involved in the practice of search, of blockade, and of contraband of war. How then shall our flag protect its neutral right against the strong hand of the aggressor in every sea, if not by its ability to resist injustice when committed?

Even the ordinary intercourse of peace frequently requires the intervention of our naval representative which, judiciously afforded, prevents accidental misunderstanding from acquiring importance by delay.

The policy of the country always has been, and should be adhered to, that however small our naval force in peace, every vessel of it shall combine in itself the highest known qualities of a ship of war in armament, speed, and personnel. Then, in case of an emergency, it will not be difficult to multiply these types to any extent.

As ordnance is the distinguishing feature in this question, I hope that Congress will bestow the means which are now necessary to determine what it shall be when iron-clads become the objects of fire.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral and Chief of Bureau.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Summary of appropriations estimated for by the Bureau of Ordnance, Navy Department, and required for the fiscal year ending June 30, 1870, with the amounts appropriated for the same objects for the year ending June 30, 1869.

Objects.	Required for year end- ing June 30, 1870.	Appropriated for year end- ing June 30, 1869.
For support of the bureau, (A)	\$14, 696	\$7, 696
For ordnance, &c., (B)	450, 000	264, 500
For civil establishment at navy yards, (C)	15, 000	15, 000
For contingent, (D)	1, 000	.....
Total	480, 696	287, 196

BUREAU OF ORDNANCE, 1868.

A.

Estimate of the amount required for the support of the Bureau of Ordnance for the fiscal year ending June 30, 1870.

For salary of chief clerk, (per act of July 23, 1866, sec. 8)	\$1, 800
For salary of one fourth-class clerk, (per act of July 23, 1866, sec. 8)	1, 800
For salaries of two third-class clerks, (per act of July 23, 1866, sec. 8)	3, 200
For salaries of two second-class clerks, (per act of July 23, 1866, sec. 8)	2, 800
For salary of draughtsman, (per act of March 2, 1867)	1, 800
For salary of messenger, (per acts of July 5, 1862, and June 25, 1864)	1, 000
For salaries of two laborers, (per acts of July 5, 1862, and June 25, 1864)	1, 296
	<u>13, 696</u>
Appropriated for the year ending June 30, 1869	<u>\$6, 896</u>

CONTINGENT EXPENSES.

For stationery and miscellaneous items	\$1, 000
Appropriated for fiscal year ending June 30, 1869	<u>800</u>

BUREAU OF ORDNANCE, 1868.

B.

Estimate of the amount that will be required for the ordnance service of the navy, and at the several navy yards and stations, for the year ending June 30, 1870.

For carrying on the ordnance service of the navy, and at the several navy yards and stations, including magazines, repairs of all kinds, and for the pay of labor. \$150, 000	
Appropriated for year ending June 30, 1869	<u>264, 500</u>

BUREAU OF ORDNANCE, 1868.

C.

Estimate of the amount that will be required for the support of the civil establishment at navy yards, under the Bureau of Ordnance, for the fiscal year ending June 30, 1870.

For pay of superintendents and the civil establishment at the several navy yards.. \$15,000

Appropriated for the year ending June 30, 1869..... \$15,000

BUREAU OF ORDNANCE, 1868.

D.

Estimate of the amount required for contingent expenses of the ordnance service of the navy for year ending June 30, 1870.

For contingent expenses \$1,000

BUREAU OF ORDNANCE, 1868.

BUREAU OF EQUIPMENT AND RECRUITING.

BUREAU OF EQUIPMENT AND RECRUITING,
Navy Department, Washington, October 13, 1868.

SIR: In obedience to your order of the 28th of July last, I have the honor to submit the annual report of the operations of the Bureau of Equipment and Recruiting, with estimates of the amount required for the fiscal year ending 30th June, 1870.

Owing to the reduction of the naval force no contracts for supplies have been made, except for the delivery of 10,000 tons steamer coal at Philadelphia, at \$3 33 per ton, and it is believed that the supplies of material and stores on hand will be sufficient, with a few exceptions, to meet the wants of the service, under the cognizance of this bureau for the current fiscal year.

Five hundred and fifty-eight tons of hemp have been purchased, at a cost of \$234,215 61, of which 360 tons have been manufactured into cordage.

The board appointed to test and report on the comparative tensile strength of wire and hemp rope has completed its labors and arrived at a most satisfactory result, showing by their experiments and investigations that wire rope of less than half the diameter of hemp fully equals the latter in strength. The bureau would, therefore, in consideration of its many advantages, recommend the use of wire rope for steamers, and also the purchase and putting up of the necessary machines for its manufacture and test.

The number of men in the naval service on the 1st of June last was 10,648; but in order to comply with the act of Congress, approved June 17, fixing the personnel to be employed in the navy, immediate steps were taken to reduce this force, and by the recall of vessels on foreign stations and the discharge of recruits at home, the number was on the 1st of September brought within the requirements of the law.

The coal station at Cape Haytien, Hayti, has been resumed, owing to the necessity that has arisen for coal at that point, and the cause for discontinuing it (the high duties and exorbitant charges for handling it) having been removed.

The bureau would again respectfully call your attention to the necessity of providing by legislation a more effective punishment for the crime of desertion from the navy. The law for the army requires a

deserter to serve the government the full term for which he is enlisted, and it also provides that persons of the age of eighteen years may be enlisted without the consent of parents or guardians; both of which enactments are recommended for the navy.

I have the honor to be, very respectfully, your obedient servant,

M. SMITH, *Chief of Bureau.*

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

E. & R. No. 1.

Estimate of the amount required for the support of the Bureau of Equipment and Recruiting for the fiscal year ending June 30, 1870.

For salary of chief clerk, (act of July 5, 1862).....	\$1,800
For salary of one fourth-class clerk, (act of July 23, 1866).....	1,800
For salary of two third-class clerks, (act of July 23, 1866).....	3,200
For salary of two second-class clerks, (act of July 23, 1866).....	2,800
For salary of three first-class clerks, (act of July 23, 1866).....	3,600
For salary of one messenger, (act of July 25, 1864).....	1,000
For salary of one laborer, (act of July 25, 1864).....	720
	<hr/>
For contingent expenses of the bureau.....	15,920
	1,000
Total.....	<hr/> <hr/> 15,920

E. & R. No. 2.

Estimate of the amount required for pay of superintendents and civil officers under the cognizance of the Bureau of Equipment and Recruiting, at navy yards, for the fiscal year ending June 30, 1870.

PORTSMOUTH, N. H.

Clerk in equipment office.....	\$1,400
Store clerk.....	1,140
Time clerk.....	900

BOSTON.

Superintendent of rope walk.....	1,900
Clerk to superintendent.....	1,200
Clerk in equipment office.....	1,500
Two store clerks, (one at \$1,400, and one at \$1,200).....	2,600
Time clerk.....	1,140

NEW YORK.

Clerk in equipment office.....	1,500
Two store clerks, (one at \$1,400, and one at \$1,200).....	2,600
Time clerk.....	1,140

PHILADELPHIA.

Clerk in equipment office.....	1,400
Store clerk.....	1,400
Time clerk.....	1,140

WASHINGTON.

Clerk in equipment office.....	1,500
Two store clerks, (one at \$1,400, and one at \$1,200).....	2,600
Time clerk.....	1,140

NORFOLK.

Clerk in equipment office.....	\$1, 400
Store clerk.....	1, 140
Time clerk.....	900

PENSACOLA.

Clerk in equipment office.....	1, 400
Store clerk.....	1, 140
Time clerk.....	900

MARE ISLAND.

Clerk in equipment office.....	1, 500
Store clerk.....	1, 400
Time clerk.....	1, 200

Total 37, 180

E. & R. No. 3.

Estimate for pay of the petty officers, seamen, ordinary seamen, landsmen, boys, coal-heavers, firemen, and apprentices, for the fiscal year ending June 30, 1870.

The estimate being for 8,500 persons, at \$280 each per annum..... \$2, 380, 000

E. & R. No. 4.

Estimate for the purchase of hemp and other materials, &c., for the manufacture of cordage, including labor, for the fiscal year ending June 30, 1870.

For the purchase of 300 tons of hemp, &c., &c..... \$240, 000

E. & R. No. 5.

Estimate for fuel for the use of the navy, with the expenses of transportation, labor, storage, &c., for the fiscal year ending June 30, 1870.

For the purchase of 30,000 tons of coal for steamers, &c..... \$480, 000

E. & R. No. 6.

Estimate for the purchase of various articles of equipment, viz :

Wire rope, hides, cordage, canvas, leather, wood, iron for the manufacture of chains, cables, galleys, &c., hose, furniture, &c., and for the payment of labor in the manufacture of articles pertaining to this bureau, and in the equipment and stripping of vessels, and hire of teams..... \$600, 000

E. & R. No. 7.

Estimate of the amount required for the contingent fund for the fiscal year ending June 30, 1870.

For expenses that may accrue for the following purposes, viz : for freight and transportation of stores, &c., under the cognizance of the Bureau of Equipment and Recruiting ; for transportation of enlisted men ; for mileage to honorably discharged men ; for printing, postage, advertising, telegraphing, and stationery, for the Bureau of Equipment and Recruiting ; for apprehension of deserters, assistance to vessels in distress, &c..... \$300, 000

RECAPITULATION.

For salaries.....	\$14, 920
For contingent.....	1, 000
	<hr/> 15, 920 <hr/>

NAVAL SERVICE.

For pay of enlisted men.....	\$2, 390, 00
For pay of civil officers.....	37, 180
For the purchase of hemp.....	240, 000
For the purchase of coal.....	480, 000
For the equipment of vessels.....	690, 000
For contingent expenses.....	300, 000
	<hr/> 4, 037, 180 <hr/>

M. SMITH, *Chief of Bureau.*

BUREAU OF EQUIPMENT AND RECRUITING, September 10, 1868.

Offers for anthracite coal for the navy, to be delivered at Philadelphia, under advertisement dated May 26, 1868.

	Per ton.
S. P. Brown & Son.....	*\$3 33
White, Fowler & Snow.....	3 65
George C. Mitchell.....	3 83
Edward H. Clift.....	4 33
William Underdown.....	3 98
Joseph M. Frick.....	5 49
Davis, Fales & Co.....	3 97

*Accepted.

BUREAU OF NAVIGATION.

BUREAU OF NAVIGATION,

Navy Department, Washington, October, 1868

SIR: I have the honor to submit the following report of the operations of this bureau, together with estimates for its support, and for the expenditures that will probably be required in that division of the naval service committed to its immediate charge, for the fiscal year ending June 30, 1870. Included in this report, and transmitted herewith, are the reports and estimates of the superintendents of the Naval Observatory and Nautical Almanac, together with the estimates of the superintendent of the Naval Academy, to which I respectfully invite your attention.

GENERAL NAVIGATION DUTIES.

The ordinary routine duties of providing, distributing, and keeping the supplies coming under the cognizance of the bureau, have been satisfactorily performed at the several naval stations during the past year.

Since the date of the preceding report, additional sales of articles found unfit for further issue, after careful surveys, have been made from time to time, and the proceeds turned into the United States treasury.

With respect to the care and issue of nautical instruments, nautical books, and charts, no change has taken place since the date of my last

report. Particular attention continues to be given by the bureau to the subject of navy chronometers and compasses. Steps have been taken to diffuse information among naval officers, embodying the results of special inquiries and official experience concerning this subject in both the British and French naval services. Means have been provided for systematic examinations and tests of all compasses before being issued to our ships of war.

In view of the considerably increased cost of sperm oil at the present time, the use of lard oil has been introduced into the navy during the past year with, in general, good results, on the score of economy and efficiency. Care has been taken to provide for a system of inspection which shall include reliable and easily applied tests, in the purchase of this article, relative to its suitability to the purpose in view.

Some trials have been made of a specially-made sperm candle for use in the side and head lanterns (running lights) on board ship. Sufficient time has not been had for pronouncing definitely on the results of these trials, under the varying circumstances of a prolonged experience at sea.

Additional supplies of American-made bunting have been received during the past year, the manufacture of which, it is to be hoped, may now be considered as permanently established in the United States.

HYDROGRAPHY.

Allusion was made in the preceding report to the great importance of increasing our stock of hydrographic information concerning the waters of the Pacific and Indian oceans. The rapidly increasing interests of the United States in the countries bordering upon those waters would seem to specially urge, that measures should be speedily inaugurated for carrying on a systematic series of hydrographic surveys of the North Pacific ocean between the American and Asiatic coasts, from Behring straits to the Sandwich islands.

Something has been done and may still be done to this end by special effort of vessels on the North Pacific station; but much more than this requires to be done, if we would be just, alike to our national interests and to our national duties in this matter.

The extensive hydrological changes on the western coast of South America, in consequence of the recent terrible catastrophes by earthquakes in that region, would seem to suggest the propriety of our navy doing its part at least in the re-survey of those waters as soon as practicable, and making its results available for the benefit not only of our own commerce, but that of all nations, including especially that of the stricken peoples most nearly interested.

HYDROGRAPHIC OFFICE.

The hydrographic office has continued to discharge the duties assigned to it.

The following list of charts indicates the work done and in hand, during the past year, in that division of its duties:

New publications.

North Pacific islands: Midway islands, Ocean island, and Pearl and Hermes reef, from surveys of Captain W. Reynolds, United States steamer *Lackawanna*, 1868.

North Pacific islands: Welles Harbor and Seward roads, by Captain W. Reynolds, United States steamer Lackawanna, 1867.

Harbor of Honolulu, Sandwich islands, by Captain W. Reynolds, United States steamer Lackawanna, 1867.

Hirado, or Spex strait, Japan, by Commander S. P. Carter, United States steamer Monocacy, 1868.

Aleutian archipelago, sheet No. 2, by Lieutenant John Rodgers, United States surveying expedition, 1855.

Tsuruga harbor, Japan, by Commodore J. R. Goldsborough, United States steamer Shenandoah, 1867.

Sandwich islands, with reefs and islands to northward and westward.

Republications.

Gulf and river of Saint Lawrence, sheet 1	} Corrected to recent date. Originally published by E. & G. W. Blunt.
Gulf and river of Saint Lawrence, sheet 2	
South Pacific ocean.....sheet 2	
South Pacific ocean.....sheet 3	
North Pacific ocean.....sheet 2	
North Pacific ocean.....sheet 3	
Northeast coast of North America, sheet 1	

Behring's sea and Arctic ocean, by United States surveying expedition.

Preparing for publication.

South Atlantic ocean..... sheet 2	} In course of correction. Originally published by E. & G. W. Blunt.
Indian ocean..... sheet 1	
Indian ocean..... sheet 2	
River la Plata.....	

Harbor of Ceira, South America, by Commander E. Simpson, United States navy.

In the engraver's hands.

Northeast coast of North America. sheet 2	} Corrected to recent date. Originally published by E. & G. W. Blunt.
Northeast coast of North America. sheet 3	
Bahama banks..... sheet 1	
Bahama banks..... sheet 2	
North Atlantic ocean..... sheet 1	
North Atlantic ocean..... sheet 2	
South Atlantic ocean..... sheet 1	
South Pacific ocean..... sheet 1	
North Pacific ocean..... sheet 1	

New editions of several nautical books have been published during the year.

Arrangements have been made for the sale at cost, in accordance with the law of Congress approved June 21, 1866, of the charts and other nautical publications of the Hydrographic Office, by responsible agents, at points convenient of access by navigators. Copies of such of the publications as were desired have been furnished to the principal libraries of the country.

NAVAL APPRENTICES.

The naval apprentice vessel Sabine was laid up May 2, 1868, and the apprentices transferred to the two smaller vessels, the Portsmouth and

Saratoga; but the reduction by Congress of the number of enlisted persons in the navy made it necessary to discontinue enlistments, and to discharge a sufficient number of apprentices to bring them within the capacity of a single vessel. The Portsmouth having been put out of commission, the Saratoga is the only naval apprentice vessel now in service.

Sailing vessels of the class employed in the naval apprentice service are admirably adapted to the improvement of the junior officers of the navy in the important duties of seamen, independently of the benefits derived primarily from the successful working of the naval apprentice system.

During the late war, the use of steam, with few exceptions, deprived the young officers of the navy of opportunities to gain that knowledge and experience in the management and care of vessels at sea, which are indispensable to the thorough seaman who is intrusted with command on the deck. The improvement of the enlisted seamen class by the introduction of thoroughly drilled and properly educated apprentices on board of the vessels of the navy in commission, and the benefits arising from the employment of the junior officers on board of sailing vessels who have not had much opportunity to improve themselves in the practical manœuvres of other than steam vessels, are two considerations which would seem to be of such importance to the general interests of the navy as to commend the apprentice system, revived about the close of the war, and so successfully continued during the last four years, to Congress and the nation. Naval apprentices, 18 or more years old, would, as a rule, be much more useful on board of cruising vessels than landsmen enlisted at the rendezvous, and many of them would be able, physically and professionally, to perform well all the duties of ordinary seamen, with the great difference in their favor over that class of enlisted men, of having been disciplined and drilled on board of a vessel of war, in accordance with men-of-war rules.

The following statement exhibits the state of the apprentice system on the 30th of September, ultimo:

January 1, 1868.—Number on board apprentice ships.....	392
Number on board cruising vessels.....	294
	<hr/> 686
Number enlisted since January 1, 1868.....	97
	<hr/> 783
Total.....	783
Transferred to Naval Academy.....	7
Deserted since January 1, 1868.....	73
Discharged since January 1, 1868.....	235
	<hr/> 315
September 30, 1868.—Number on board apprentice ships.....	197
Number on board cruising vessels.....	271
	<hr/> 468
Total number in service.....	<hr/> 468

I have the honor to be, very respectfully, your obedient servant,
 THORNTON A. JENKINS,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES NAVAL OBSERVATORY,
Washington, October 10, 1868.

COMMODORE: I have the honor to submit to the bureau the following report of the work of this observatory during the past year, together with the estimates for the support of the establishment for the fiscal year ending June 30, 1870.

ASTRONOMICAL WORK.

The Equatorial.—This instrument remained in charge of Mr. James Ferguson, assistant astronomer, aided by Professor John R. Eastman, until the death of Mr. Ferguson, in September, 1867. Professor Simon Newcomb took charge of the instrument in October, 1867, and was assisted by Professor William Harkness. In January, 1868, Professors Newcomb and Harkness were transferred to the Transit Circle, and Professor A. Hall was assigned to the Equatorial, and has remained in charge until the present time.

The work of this instrument has been the same as in previous years, and consists in the observation of asteroids, comets, and occultations. Measurements of double stars were made by Professors Newcomb and Harkness. Observations of stars in the group *Præsepe* have been made, and it is hoped that these observations can be completed during the present year.

The comparatively small size of the instrument prevents it from entering into competition with many telescopes of other observatories in the observation of faint objects; but there are certain kinds of astronomical observations to which it may be advantageously applied; and for these purposes it seems necessary that an efficient driving clock should be attached to the instrument.

At the present time the deficiency of the observatory which would be noticed with most surprise is the absence of a telescope at all comparable with many owned by colleges, observatories and private individuals throughout the country. This will seem the more remarkable since the most successful living constructor of telescopes is an American—Alvan Clark, of Cambridge, Massachusetts. Mr. Clark has constructed not only nearly all the best instruments lately erected in America, but some of the finest in Europe. It is understood that he has been for some time desirous of receiving an order for the largest refractor in the world; but the great cost—\$40,000 in gold—has hitherto deterred individuals from giving the order. But it seems eminently desirable and proper that the government of the United States should employ at its observatory such an instrument of the highest power. Considering that any smaller instrument than that proposed would soon be superseded, that several institutions of learning in the country are endeavoring to procure one of this high character, and considering that not more than one such can probably ever be undertaken by Mr. Clark, it will be seen that delay endangers our being able ever to command it. As the construction of the instrument will occupy some four years, it is not necessary that more than one-fourth of the cost should be appropriated in any one year.

The Transit Circle.—A change of observers was made with this instrument in October, 1867, Professor Newcomb being assigned to the Equatorial instrument. In January Professor Newcomb returned to the Transit Circle, assisted by Professors Harkness and Eastman, and the aids, Mr. C. Thirion and Mr. Cleveland Abbe. Mr. Abbe resigned on the 1st of June, to accept the directorship of the Cincinnati Observatory, and the vacancy was filled the same month by the appointment of Mr. Edgar Frisby.

Work of the instrument.—The plaster setting of the microscope holders, which had always been unsatisfactory, grew so unsteady that it had to be removed, and its place filled with hydraulic cement in February and March last. There was an unusual prevalence of cloudy weather during the early part of the year. These causes operated unfavorably upon the work of this instrument, the number of observations having fallen off, and their regularity still more so.

The determination of the positions of stars for the Coast Survey has been completed during the present year, and the results transmitted to the superintendent of that work.

At the special request of M. E. Langier, a member of the Academy of Sciences of Paris, all the results of our observations of moon culminations, from June 5, 1867, to April 30, 1868, have been communicated to the *Bureau des Longitudes*, for use in determining the longitudes of positions in South America, under the auspices of the French government.

The observatory has recently been engaged in determining the difference of longitude between Havana and Washington, through the International Ocean telegraph and the Western Union telegraph lines, the use of which has been freely offered to us for this purpose. This determination is undertaken upon an invitation from Lieutenant Pujazon, at Havana, by request of the superintendent of the Hydrographic Bureau at Madrid. Professor Harkness has charge of the operations here in this connection.

The observations of the small planets have been communicated to astronomers, as usual, through the pages of the *Astronomische Nachrichten* at Altona.

The work of copying the observations for the press has been done by Captain Whiting and Professor Beecher. The other work mentioned in preceding reports has been continued.

The special estimate embraces an item for the erection of a suitable frame building for the reception of the new Transit Circle. Our last three years' experience shows the remounting of the circle in a proper observing room to be necessary for the following reasons:

The present observing room is the worst possible for an astronomical instrument, on account of the thickness of its brick walls. The sources of inconvenience are—

1. It is impossible to secure that equality of the internal and external temperature which is indispensable to good observations.

2. In the daytime, even the two ends of the instrument may show 5° or 10° difference of temperature, owing to the intense heat of the copper roof and the comparative coolness of the walls.

3. In the winter and spring a sudden rise of temperature after a cold snap causes a heavy deposit of dew over the entire room and instrument, to the great danger of the latter through rusting of the steel.

It may be remarked that the great superiority of wooden walls has been almost universally recognized by astronomers for twenty years. Notably, the elder Struve, 40 years ago, at Dorpat, suffered the same inconveniences to so serious an extent, that in building the Pulkowa observatory he made the observing rooms entirely of wood as a work of necessity.

The masonry on which the instrument is supported is altogether insufficient in size and strength. Hence—

1. The azimuthal error is more unsteady than in many small transits in second-class observatories.

2. The mortar of the masonry is gradually disintegrating.

3. The tops of the marble piers are gradually spreading apart, so that

the microscopes on one pier have to be pushed in every few weeks in order to see the circle divisions.

It is proposed to erect a suitable frame building as a continuation of the west wing, and to mount the instrument in it on a mass of masonry laid in hydraulic cement. The total estimated cost is five thousand dollars, (\$5,000.)

The Transit Instrument and the Mural Circle.—Professor Yarnall has charge of these instruments. He and one of the aids, Mr. Doolittle, his assistant, have through the year observed on alternate nights, with the Mural Circle, stars whose declination was wanted to complete their co-ordinates in the general catalogue. They have together made more than the usual yearly number of observations, although the average number of good nights was less than for some years past. In addition to his work with the Mural Circle, Professor Yarnall has made more than two thousand observations with the Transit Instrument, and since the first of April has been on duty every favorable night, with scarcely an exception; still it will require another year to complete the catalogue. Mr. Doolittle is entrusted with the reduction of the mural work. Professor Yarnall has done much work connected with the catalogue, and has devoted the rest of his time to reducing his transit observations, transferring them to the catalogue, and copying and preparing such observations as will be published for the current year in the volume of that year.

Increased despatch has been secured at the government printing office in the issue of the annual volume for 1865, and also, thus far, with the volume for 1866, the printing of which has so advanced as to justify me in expecting its completion by the close of the year.

METEOROLOGICAL OBSERVATIONS.

This work has been continued under the immediate supervision of Professor Eastman, in addition to his astronomical duties.

The instruments employed are a mercurial barometer, dry, wet bulb, and solar thermometers, rain-gauge and wind vane. Besides the instruments a mercurial barometer, by Green of New York, has been used as a *standard*, and two self-registering thermometers, indicating maximum and minimum temperature, have been in constant use.

The observations have, as usual, been made by the watchmen, Messrs. Hays, Horgan, and Cahill, under the direction of the officer in charge. All the copying and computing necessary for the reduction of the observations has devolved upon Professor Eastman; and in addition to the usual work of this department, he has determined the errors of all self-registering thermometers issued with chronometers for sea service.

Owing to the pressure of duties in the astronomical department, the meteorological computations for 1867 have not been completed.

The means at the disposal of the observatory for prosecuting valuable researches for the advancement of the science of meteorology are far less than those controlled by the higher educational institutions of the country, and the purchase of the instruments asked for in my last report is again earnestly urged, an item to cover their cost being introduced into the special estimate.

CHRONOMETERS.

In the chronometer room there are, at this date, one hundred and fifty-seven (157) chronometers running; seventy-one (71) of which, under trial, have been examined, repaired, and cleaned during the year. Two-thirds of the whole number are ready for service. Twenty-two (22) chronome-

ters have been issued, by order of the Bureau of Navigation, since January last, and eight (8) withdrawn from service, on account of age and irregularity of performance. Careful selections are always made from the instruments on hand, with reference to the station for which the vessel is detailed.

The chronometer room is in charge of Commander A. W. Johnson, assisted by Lieutenant Commander J. H. Sands, very recently ordered to the observatory. A compilation of the history of each chronometer, from the date of its manufacture and purchase, has engaged the attention of the officer in charge; books in proper form have been provided; the work has been commenced, and results may be expected as assistance shall extend its progress by the detail of officers for such work.

The error of the meantime standard clock is obtained by observations with the Transit Circle, every fifth day, weather permitting; and the time, at noon, at 7 a. m., and at 6 p. m., is transmitted daily by telegraph to stations in this city; and at noon, by the different lines of wires, to the northward, eastward, and westward, and as far southward as Texas.

The instrument maker, Mr. William F. Gardner, under the direction of the professors observing, is charged with keeping in working order the astronomical instruments, batteries, &c. Since the last report, he has completed and put in successful operation the arrangement of telegraphic connections for controlling a clock at the Navy Department, causing it to beat in unison with a standard timekeeper at the observatory.

In the special estimates for proposed improvements, I have asked for an appropriation to cover the cost of a mean time clock, and a thermochronometer for use in the chronometer room. The latter instrument is compensated to run on mean time under a given temperature, and to show with accuracy, by its gain or loss in any given time, the mean temperature of its locality. I repeat what was said of this instrument in my last report, that it furnishes the best means of determining the daily rates of chronometers in the order of temperature. Such an instrument, it may be remarked, is employed for this purpose in the Royal Observatory at Greenwich.

LIBRARY.

The exchanges and correspondence of the library, and the distribution of the publications of the observatory are in charge of Professor J. E. Nourse.

Additions.—Through its exchanges with other institutions and with individuals eminent for scientific research, the library has received the addition of one hundred and sixty separate treatises, chiefly on astronomical, magnetic, or meteorological subjects. The large majority of these have been from Germany, France, and Belgium. Nearly thirty volumes of scientific periodicals have also been received with regularity. A few of these, and a very limited number of first-class works, have been purchased.

It is expected that the list of valued exchanges, made chiefly through the Smithsonian Institution, will steadily increase as the calls upon the observatory for its publications increase. The appropriation, however, of a limited amount for the purchase of valuable works not to be thus received by exchange is always necessary for the proper equipment of the observatory.

Distribution of the publications of the observatory.—The distribution of the volume of the Astronomical and Meteorological Observations for the year 1864 has been continued, in answer to calls made for this and for

previous volumes by those who wished to complete their sets, and in the supply of new institutions added to the distribution list.

The distribution of the volume for 1865 was begun immediately on its issue from the government press in April last, the volumes for foreign address being forwarded through the kind offices of the resident foreign legations, the Department of State, and the Smithsonian Institution.

The report and discussion of the meteoric shower of November, 1867, and the discussion of the remarkable cyclone of October 29 and 30, 1867, have also been freely distributed at home and abroad. The same remark is true of the separate editions of the appendixes to the annual volumes:

On the latitude and longitude of the United States Naval Observatory.
Investigation of the distance of the sun.

Discussion of meteorological phenomena, observed at the United States Naval Observatory from June 30, 1842, to January 1, 1867.

Description of the seal of the United States Naval Observatory.

Description of the Transit Circle of the United States Naval Observatory.

For each of which, and also for the report on inter-oceanic canals, &c., by the late superintendent, Admiral Davis, the observatory receives continued calls.

I earnestly renew the recommendation of last year that the pay of the civilians engaged in astronomical and other duties at the observatory be increased. Their duties are not those of clerks or computers only, but such as require, indispensably, a knowledge of astronomy and general science.

Very respectfully, your obedient servant,

B. F. SANDS,

Commodore United States Navy, Superintendent.

THORNTON A. JENKINS,

Commodore United States Navy,

Chief of Bureau of Navigation, Navy Department.

Special recommendations for the purchase of meteorological instruments and the building of a brick tower for mounting them, for the purchase of other instruments, and for the erection of a suitable frame building for the Transit Circle, referred to in the foregoing report.

For 1 barometer, (self-registering)	\$300	
For 1 thermometer, (self-registering)	300	
For 1 anemometer, (Robinson's)	50	
For 1 wind vane	75	
For 1 registering apparatus for anemometer	75	
For erection of brick tower	1,970	
		\$2,770
For 1 mean-time clock	400	
For 1 thermo-chronometer	500	
For 1 driving clock for Equatorial	200	
		1,100
For the erection of frame building and mounting Transit Circle		5,000
		8,870

Respectfully submitted :

B. F. SANDS,

Commodore, Superintendent.

NAUTICAL ALMANAC OFFICE,
Washington, D. C., October 8, 1866.

SIR: In compliance with your order of July 31, I have the honor to submit the following report of the work of this office during the past year, together with estimates for the fiscal year ending June 30, 1870.

The principal duties of the office, the chief work to be done, and the methods by which it is to be accomplished, remain substantially the same from year to year.

The large Ephemeris for the year 1869, which was in press at the time of my last report, was received from the Government Printing Office in December, 1867.

The small Almanac for 1870, prepared for the use of navigators, was completed and ready for distribution in March last, and the complete Ephemeris for the same year in August.

The Ephemeris for 1871 is nearly all prepared and in the hands of the printer, with a good prospect of having the small Almanac ready before next December, and the large Almanac out before March.

Considerable progress has been made in the preparation of the Ephemeris for 1872, with the expectation of having the computations completed within the present fiscal year. But the reduction of the appropriation has rendered it necessary to postpone some portions of the work. It has been my aim to push forward the publication of our annual volumes, so that they may be issued, as the British Nautical Almanac, three years in advance; and any diminution of the means of accomplishing it is to be regretted.

The tables for facilitating the reduction of the places for the fixed stars, stated in my last report as completed, are in the printer's hands, and will be out in January.

This office contributes the ephemeris of eight of the small planets which have been discovered between the orbits of Mars and Jupiter. As 105 of these bodies are now known, it is greatly desired that American astronomers should provide the ephemeris of a larger proportion of them.

The work of revising the elements of the orbits and the tables of the four largest planets, proposed and commenced by Professor Peirce, has been resumed with good progress, considering that only a part of the time of two assistants can be afforded to it, but unsatisfactory in view of the wants of astronomers.

The work of revising the tables of the moon, which is greatly needed for the improvement of those portions of the Ephemeris which are used by navigators, as well as by astronomers, must still be postponed until a larger appropriation is granted than I have yet ventured to ask for.

Scarcely more than 4,000 copies of the Almanacs have been sold during the year. The continued depression of the commerce of the country diminishes the demand for them.

In addition to the estimates submitted for the Nautical Almanac office for the next fiscal year, I beg leave to urge that an additional appropriation of \$3,000 be made to supply the deficiency of the present fiscal year, lest some of the time already gained in the preparation of the Almanac should be lost.

I would also ask that \$5,000 be appropriated to provide for observations of the total eclipse of the sun on the 7th of August, 1869. The central line of this eclipse passes from Cape Hatteras across North Carolina, Kentucky, Indiana, Illinois, Iowa, and several of the Territories, including Alaska. Such a phenomenon, so completely within our own territory, has not occurred since 1834, and will be of great importance

not only in its astronomical aspect, but for the opportunity it will afford of studying the peculiar luminous appearances observed in solar eclipses, and the character of solar light, with advantages afforded by recent improvements in photography and the spectroscope never before enjoyed. English, French, and German astronomers and physicists were sent to the East Indies and Arabia to observe the similar eclipse of the present year; and those of this country will be ready to devote their time and labor to that of 1869. But they need aid in providing for the expenses of transportation and instruments, which few of them are able to afford. An appropriation under this office could be very properly and judiciously applied to that purpose.

I am, very respectfully, your obedient servant,

J. H. C. COFFIN,
Professor of Mathematics U. S. N.,
Superintendent of Nautical Almanac.

Commodore THORNTON A. JENKINS, U. S. N.,
Chief of Bureau of Navigation.

NAVIGATION—A.

List of papers composing the estimates for the fiscal year ending June 30, 1870.

FOR THE BUREAU.

Navigation—B.—Estimate for the support of the bureau.

FOR THE NAVAL SERVICE.

- Navigation, No. 1.*—Estimate for the pay of commissioned and warrant officers of the navy, and for mileage and transportation of the same.
Navigation, No. 2.—Estimate for navigation and navigation supplies.
Navigation, No. 3.—Estimate for the support of the Naval Academy.
Navigation, No. 4.—Estimate for the support of the Naval Observatory.
Navigation, No. 5.—Estimate for the support of the Nautical Almanac.
Navigation, No. 6.—Summary of estimates from the Bureau of Navigation.
Navigation, No. 7.—Recapitulation of appropriations under the cognizance of the Bureau of Navigation.

NAVIGATION—B.

Estimate of the amount required for the support of the Bureau of Navigation for the fiscal year ending June 30, 1870.

For salary of chief clerk, per act of July 5, 1862, section 3.....	\$1,800
For salary of one clerk, (fourth class,) per act of July 23, 1866, section 8.....	1,800
For salary of one clerk, (second class,) per act of July 23, 1866, section 8.....	1,400
For salary of messenger, as per act of July 5, 1862, and per act of July 23, 1866, section 7.....	1,000
For wages of laborer, as per act of February 25, 1863, and per act of July 23, 1866, section 7.....	720
	<hr/>
	6,720
For contingent expenses of bureau	1,600
	<hr/>
Total	8,320
	<hr/>
Appropriated for fiscal year ending June 30, 1869.....	\$6,200
Estimated for fiscal year ending June 30, 1869	12,620
	<hr/>

NAVIGATION—No. 1.

Estimate of the amount required under the head of Pay of the Navy, for the payment of commissioned and warrant officers at sea, on shore, on special service, and of those on the retired list and unemployed, and for mileage or transportation of officers travelling under orders.

For the fiscal year ending June 30, 1870.....	\$5,009,727
Estimated for the fiscal year ending June 30, 1869.....	\$6,160,560

NAVIGATION—No. 2.

Estimate of the amount required for navigation and navigation supplies, and for purposes incidental to navigation, for the fiscal year ending June 30, 1870.

1. For pay of the civil establishment under this bureau at the several navy yards	\$23,500
2. For text-books, stationery, instruments, and furniture, used in instructing naval apprentices	1,500
3. For foreign pilotage and towage, and for local pilotage and towage, of ships of war	55,000
4. For repairs and care of the several compass stations, and for services and materials in correcting compasses on board ships of war	4,000
5. For services and materials in testing and adjusting compasses, in rating and testing chronometers and comparing watches, and in testing meteorological instruments for use on board ships of war	3,500
6. For nautical instruments, for nautical books, maps and charts, and sailing directions, and for repairs of nautical instruments of all kinds.....	15,000
7. For books for libraries of ships of war	3,000
8. For naval signals and apparatus other than signal flags, including signal lights, signal lanterns, running lights, (side and head lanterns prescribed by law,) and appendages of the same, and for drawings and engravings for signal books	8,000
9. For compass fittings, including binnacles, pedestals, tripods, ladders, and other appendages of ships' compasses, to be made in the navy yards.....	10,000
10. For logs and other appliances for measuring the ship's way, for leads, and other appliances for sounding	5,000
11. For lanterns and lamps and their appendages for general use on board ship, including those for the cabin, wardroom and steerage, hold and spirit-room, decks, quartermasters' use, and between-decks	7,500
12. For flags, including bunting and all other materials for the same, and for making and repairing flags of all kinds, for the navy	6,000
13. For oil for ships of war other than that used in the engineer department, for candles when used as a substitute for oil in running lights, for chimneys and wick, and for soap used in cleaning navigation implements.....	45,000
14. For commanders' and navigators' stationery for ships of war in commission.	7,500
15. For musical instruments and music of flag-ships	1,500
16. For preparing and publishing maps, charts, nautical books, and other hydrographic information, as per act approved June 21, 1866, Chap. cxxix.....	25,000
17. For freight and transportation of navigation materials, instruments, books, and stores, postage on public letters, telegraphing on public business, advertising for proposals, packing-boxes, for blank books, forms and stationery at navigation offices, and other contingent expenses.....	10,000
Total.....	231,000
Estimated for fiscal year ending June 30, 1870	\$231,000
Appropriated for fiscal year ending June 30, 1869.....	178,000
Estimated for fiscal year ending June 30, 1869.....	312,850

NAVIGATION—No. 3.

Estimate of the amount required for the pay of professors, assistant professors, and others on duty at the United States Naval Academy, for the fiscal year ending June 30, 1870 chargeable to the appropriation for the support of the Naval Academy.

1 professor of mathematics.....	\$1,800 00
7 assistant professors of mathematics.....	9,800 00
1 professor of astronomy, navigation, and surveying.....	1,800 00
1 assistant professor of astronomy, navigation, and surveying.....	1,400 00
1 professor of natural and experimental philosophy.....	1,800 00
2 assistant professors of natural and experimental philosophy.....	2,800 00
1 professor of ethics and English studies.....	1,800 00
9 assistant professors of ethics and English studies.....	12,600 00
1 professor of the French language.....	1,800 00
5 assistant professors of the French language.....	7,000 00
1 professor of the Spanish language.....	1,800 00
2 assistant professors of the Spanish language.....	2,800 00
1 professor of drawing and draughting.....	1,800 00
3 assistant professors of drawing and draughting.....	4,200 00
1 sword master.....	1,200 00
2 assistant sword masters.....	1,600 00
1 boxing master and gymnast.....	1,200 00
1 assistant librarian.....	1,400 00
1 secretary.....	1,600 00
1 clerk to the superintendent.....	1,200 00
2 clerks, (one at \$1,000 and one at \$800.).....	1,800 00
1 clerk to the commandant of midshipmen.....	800 00
1 clerk to the paymaster.....	1,000 00
1 clerk to aid in auditing accounts of midshipmen quartered in school ships.....	600 00
1 clerk to paymaster in charge of stores.....	1,000 00
1 writer to paymaster in charge of stores, at \$3 per diem.....	1,095 00
1 commissary to subsist the midshipmen.....	288 00
1 messenger to the superintendent.....	480 00
1 armorer.....	529 50
1 gunner's mate.....	469 50
1 quarter gunner.....	409 50
1 cockswain.....	469 50
1 apothecary of the first class.....	750 00
1 cook for midshipmen's mess.....	325 50
2 seamen to assist armorer and attend in department of infantry tactics, &c.....	699 00
1 seaman to attend in department of seamanship, and for police duties, &c.....	349 00
1 band master.....	528 00
18 musicians of the first class.....	6,264 00
7 musicians of the second class.....	2,100 00
2 drummers, } musicians of the first class.....	1,044 00
1 fifer.....	
	<hr/> 82,401 00
Pay of professors and others.....	\$82,401 00
Amount appropriated for the fiscal year ending June 30, 1869.....	76,706 00
Excess.....	<hr/> 5,695 00

Difference reconciled as follows:

Increase recommended.

1 assistant professor of natural and experimental philosophy.....	\$1,400 00
1 assistant professor of the Spanish language.....	1,400 00
Increase to boxing master and gymnast.....	400 00
Increase to the assistant librarian.....	400 00
1 clerk to the paymaster in charge of stores.....	1,000 00
1 writer to the paymaster in charge of stores, at \$3 per diem.....	1,095 00
Total increase recommended.....	<hr/> 5,695 00

Estimate for the wages of watchmen and attendants at the gas and steam-heating works, and others on duty at the Naval Academy, for the fiscal year ending June 30, 1870.

1 captain of the watch, at \$2 50 per diem	\$912 50
4 watchmen, at \$2 25 per diem	3,285 00
1 foreman of gas and steam-heating works, at \$4 per diem	1,460 00
10 attendants at the gas and steam heating works at academy and school ships one at \$1 25, three at \$3, and six at \$2 50 per diem	9,646 25
3 joiners, at \$3 50 per diem	3,842 50
2 painters, at \$3 50 per diem	2,555 00
2 masons, at \$3 50 per diem	2,555 00
1 tinner, at \$3 per diem	1,995 00
1 gas fitter, at \$3 per diem	1,095 00
1 blacksmith, at \$3 per diem	1,095 00
1 mechanic at workshop, at \$2 25 per diem	821 25
1 master laborer to keep public grounds in order, &c., at \$2 28 per diem	832 20
14 laborers to assist in same, three at \$2, and eleven at \$1 75 per diem	9,216 50
1 laborer to superintend midshipmen's quarters, public grounds, &c., at \$2 25 per diem	832 20
4 attendants at recitation rooms, library, chapel, and offices, at \$20 per month	960 00
20 servants to keep in order and attend to midshipmen's quarters, public build- ings, &c., at \$20 per month	4,800 00
	<hr/> 45,293 40
Amount appropriated for the fiscal year ending June 30, 1869	<hr/> \$45,294 00

Estimate for contingent expenses of the Naval Academy for the fiscal year ending June 30, 1870.

For material for heating and lighting the Academy and school ships, bands- men's quarters, &c.	\$18,000 00
For the purchase of books for the library	2,000 00
For stationery, blank books, maps and models	3,500 00
For expenses of board of visitors	2,000 00
For postage on public service	750 00
For furniture and fixtures for public buildings, &c.	2,000 00
For expenses in the astronomical and philosophical departments, &c.	500 00
For the purchase of steam machinery, steam pipe and fixtures, for rent of build- ings for use of the academy, for freight, cartage, water, musical instruments, uniforms for bandsmen, telegraphing, and for the current expenses and repairs of all kinds, and for incidental labor not applicable to any other appropriation.	35,200 00
	<hr/> 63,950 00
Amount appropriated for the year ending June 30, 1869	<hr/> 63,450 00
Excess	<hr/> 500 00

Estimate of the amount required for various purposes at the Naval Academy for the fiscal year ending June 30, 1870.

For necessary repairs of public buildings, &c.	\$6,000 00
For repairs of pavements, &c.	2,000 00
For repairs of wharves	500 00
For rent of quarters for the foreman of the gas and steam-heating works, at \$15 per month	180 00
	<hr/> 8,680 00
Amount appropriated for the year ending June 30, 1869	<hr/> 10,000 00
Decrease	<hr/> 1,320 00

Estimate of the amount required for the support, &c., of the department of steam enginery in the United States Naval Academy for the fiscal year ending June 30, 1870.

For engineers' stores	\$500 00
For material for repair of steam machinery	1,000 00
	<hr/> 1,500 00

Estimate for the wages of the following persons on duty in the machine shop of the department of steam enginery in the United States Naval Academy, for the fiscal year ending June 30, 1870.

1 machinist, at \$3 50 per diem.....	\$1,277 50
1 machinist, at \$3 per diem	1,095 00
1 blacksmith, at \$3 50 per diem	1,277 50
1 boiler maker, at \$3 50 per diem	1,277 50
1 pattern maker, at \$3 50 per diem	1,277 50
1 moulder, at \$3 50 per diem	1,277 50
2 laborers, at \$1 75 per diem.....	1,277 50

8,760 00

Estimate for support, &c., of the department of steam enginery, for the fiscal year ending June 30, 1870.....	\$10,260 00
Amount appropriated for the fiscal year ending June 30, 1869	5,000 00
Excess	5,260 00

RECAPITULATION.

APPROPRIATION, NAVAL ACADEMY.

Pay of professors and others.....	\$82,401 00
Wages of watchmen and others.....	45,293 40
Contingent expenses.....	63,950 00
Various purposes	8,680 00
Support of the department of steam enginery.....	1,500 00
Pay of mechanics and others in same.....	8,760 00

Total..... 210,000 00

Total appropriated for the year ending June 30, 1869..... \$200,450 00

Respectfully submitted :

DAVID D. PORTER,

Vice-Admiral and Superintendent Naval Academy.

NAVAL ACADEMY, Annapolis, Md., August, 22, 1868.

NAVIGATION—No. 4.

Estimate of the amount required for the pay of the civil officers on duty at the United States Naval Observatory, for the fiscal year ending June 30, 1870, chargeable to the appropriation for the support of the Naval Observatory.

SALARIES.

For salary of clerk, per act of March 3, 1855 (Statutes at Large, volume X, chapter CLXXV, section 10, page 670).....	\$1,500 00
For salary of three aids or assistant observers, per act of May 21, 1864, (Statutes at Large, volume XIII, chapter XCIII, section 1, page 84).....	4,000 00

Total..... 5,500 00

Appropriated for year ending June 30, 1869..... \$5,500 00

Estimate of the amount required for the pay of the instrument-maker, watchmen and others, and for the incidental expenses of the United States Naval Observatory, for the fiscal year ending June 30, 1870.

For the wages of one instrument-maker, three watchmen, one messenger, and one porter; for keeping grounds in order, and for repairs of buildings; for fuel, light, and office furniture; purchase of books for library; and for stationery, chemicals for batteries, postage, freight, and incidental expenses ...	\$13,500 00
Appropriated for year ending June 30, 1869.....	11,100 00

Excess

2,400 00

Difference reconciled as follows:

Deficiency caused by pay of porter and third watchman authorized by Congress but by oversight not appropriated for.....	\$1,358 64
And by expenditures for contingencies.....	1,041 36
Total.....	2,400 00

RECAPITULATION.

APPROPRIATION, NAVAL OBSERVATORY.

For pay of clerk, and three assistant observers or aids.....	\$5,500 00
For pay of instrument maker, watchmen, and others, and contingent.....	13,500 00
Total amount asked for	19,000 00

Respectfully submitted :

B. F. SANDS,
Commodore, Superintendent.

UNITED STATES NAVAL OBSERVATORY,
Washington, September 7, 1868.

NAVIGATION—No. 5.

Estimate of the amount required for preparing and publishing the American Ephemeris and Nautical Almanac for the fiscal year ending June 30, 1870.

For pay of computers and clerk.....	\$20,500
For office expenses, viz: fuel, stationery, labor, boxes, freight, &c.....	1,000
Total.....	21,500

Appropriated for the year ending June 30, 1860.....	\$16,200
Estimated	21,200

Respectfully submitted :

J. H. C. COFFIN,
Professor of Mathematics U. S. N., Sup't Nautical Almanac.

NAVIGATION—No. 6

Summary of estimates from the Bureau of Navigation for the fiscal year ending June 30, 1870.

FOR SUPPORT OF BUREAU.

Salaries and contingent, (Navigation—B).....	\$8,320 00
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FOR THE NAVAL SERVICE.

1. For pay of commissioned and warrant officers, and for mileage and transportation of same, (Navigation, No. 1).....	5,009,727 00
2. For navigation and navigation supplies, (Navigation, No. 2).....	231,000 00
3. For support of Naval Academy:	
Pay of civil officers, &c., (Navigation, No. 3).....	\$92,401 00
Pay of watchmen, &c., (Navigation, No. 3).....	45,293 40
Contingent expenses, (Navigation, (No. 3).....	63,950 00
Various purposes, (Navigation, No. 3).....	8,680 00
Support of enginery department, (Navigation, No. 3)....	1,500 00
Pay of mechanics in enginery dep't, (Navigation, No. 3).....	8,760 00
	210,584 40

4. For support of Naval Observatory :		
Pay of civil officers, &c., (Navigation, No. 4).....	\$5,500 00	
Wages and incidentals, (Navigation, No. 4).....	13,500 00	\$19,000 00
5. For preparing and publishing the Nautical Almanac:		
Pay of computers, &c., (Navigation, No. 5).....	21,500 00	
Total for naval service	5,491,811 40	

THORNTON A. JENKINS,
Chief of Bureau.

NAVIGATION—No. 7.

Recapitulation of appropriations under the cognizance of the Bureau of Navigation.

Titles of appropriations.	Appropriations estimated for the service of the fiscal year ending June 30, 1870.	Appropriations made for the fiscal year ending June 30, 1869.
Pay of the navy, (officers).....	\$5,009,727 00	(*)
Navigation	221,000 00	\$162,000 00
Contingent navigation	10,000 00	10,000 00
Naval Academy	210,584 40	202,450 00
Naval Observatory	19,000 00	16,600 00
Nautical Almanac.....	21,500 00	16,200 00
Total.....	5,923,834 40	413,250 00

* The estimate was \$6,160,460. The amount appropriated for officers cannot be determined, as the pay of seamen (under Bureau of Equipment and Recruiting) is included in the appropriations for "pay of the navy," and the total amount asked for was considerably reduced by Congress.

BUREAU OF CONSTRUCTION AND REPAIR.

BUREAU OF CONSTRUCTION AND REPAIR,
Navy Department, October 21, 1868.

SIR: In compliance with your instructions of the 28th July, I respectfully state that, for the purposes of this bureau, the sum of \$3,871,070 will be required for the fiscal year ending June 30, 1870; as shown in the accompanying papers, marked A, B, and C.

The estimate of the expenses of this bureau, as given in the tabular statement marked A, is in accordance with the laws therein referred to.

The estimate of pay of civil officers, inspectors of timber, clerks, and draughtsmen, in tabular statement B, has been reduced to the lowest practicable limit, and the services of these persons cannot be dispensed with, unless the navy yards are closed; for, if materials are received and expended, and labor performed, proper accounts must be kept. Competent persons can be obtained for less at an annual salary than at a daily pay.

The estimate marked C, for the maintenance of the navy in commis-

sion, for the preservation of vessels in ordinary and on the stocks, and for material and labor in navy yards, has been reduced to the lowest sum with which the number of men authorized by law can be kept afloat; and should any serious accidents occur, and extraordinary repairs become necessary, this sum will not be sufficient. By reason of the reduction of the hours of labor directed by law, the cost of work in navy yards will be increased from what it has been heretofore.

In consequence of the reduction of the appropriations for the past year, the work on all new vessels has been suspended, except on the four small vessels referred to in the last annual report from this bureau. Three of these vessels are now launched.

The repairing of vessels has been strictly limited to the few necessary to maintain the squadrons abroad, as the returning vessels are laid up without repairs. It would be ultimate economy to place these vessels in efficient condition as they return from long cruises, for the defects increase very rapidly as their repair is postponed.

The enormous loss arising from building ships with unseasoned timber has been adverted to repeatedly in the reports of this bureau, and in order that a seasoned supply may be gradually accumulated, a special appropriation of about \$500,000, for two or three successive years, would be necessary. No private party, building ships for their own use, as the government does, could afford to build them of green timber. For many years it was the policy of the government to anticipate these wants, but the materials then provided have been used long since, and, though often recommended, no special appropriation for replacing them has been made, and the annual appropriations have sufficed only for the expenses of the current year.

The necessity for proper tools and workshops in the present navy yards still continues, and the requisite improvements to place them in anything near a condition to enable us to maintain our standing as a naval power of the first class will demand, for the purposes of this bureau, not less than from \$3,000,000 to \$4,000,000, the expenditure of which could be judiciously extended through three or four years.

To maintain our position as a naval power, the number of our ships, both abroad and at home, should be increased. The best vessels we have, as regards material of construction, were built a few years before the war, and, though built from better material than we now have, are fast perishing; and those built since will depreciate much more rapidly. In three or four years they will scarcely be worth repairing, and the cost of repairs, if they be made, will be much beyond the real value of the vessels. If arrangements are not early made to replace them, emergencies may arise in which the time necessary to put them in order may be far more valuable and important than any expenditure of money.

For ordinary purposes, and in times of peace, wooden vessels will be necessary; indeed, as long as other naval powers have them, but they must ultimately be superseded for purposes of war by heavily armored vessels built of iron, for if built of wood they will be found far more costly in the end, and unfit for use when their services are most needed.

As an unarmed wooden vessel cannot engage an armed one, they must be enabled to insure their safety by speed, and great sacrifices must be made in other respects to insure this quality in the highest practicable degree.

The wooden vessels now on the stocks should be launched gradually, and others should be built to take their places, remaining on the stocks to season not less than three years, though built of the best material that can now be obtained. The completion of the three large class sloops

afloat, and of the six vessels of the same class now on the stocks, will cost, as far as appertains to this bureau, about \$2,250,000.

The four wooden armored turret vessels yet remain on the stocks, which will, in some measure, retard the decay attendant on the unseasoned timber of which they are built. The iron armored vessels were all built by contract, and are rapidly decaying.

We have no conveniences or appliances whatever for the construction of the hulls of iron armored vessels, of which navies for aggressive warfare must hereafter be mainly composed; and the experience of other nations shows that the preparation of the plans and the construction of such vessels require from three to four years, so that in the event of a war with a naval power already possessed of these formidable vessels, as many are, we would be found wholly unprepared, from our vessels having become useless.

To be properly constructed, these vessels must be built by the government, and League island, situated in fresh water, possesses many advantages as a location for the necessary shops for the construction of the hulls and preparation of the iron plating, both of which appertain to this bureau. Preparations for the repairs of this class of vessels should be made at other yards.

The shops in the steam department in several of the yards can, with some additions, manufacture their machinery, but for the use of this bureau in the construction of the hulls, everything has to be provided.

I am, sir, very respectfully, your obedient servant,

JOHN LENTHALL,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

A.

Estimate of the amount required for the expenditures of the Bureau of Construction and Repair for the fiscal year ending June 30, 1870.

For salary of chief of bureau, per act of July 5, 1862, section 3.....	\$3,500
For salary of chief clerk, per act July 5, 1862, section 3.....	1,800
For salary of one draughtsman, per act March 2, 1867	1,800
For salary of one clerk, (fourth class,) per act July 23, 1866, section 8.....	1,800
For salary of two clerks, (third class,) per act July 23, 1866, section 8.....	3,200
For salary of two clerks, (second class,) per act July 23, 1866, section 8.....	2,800
For salary of one clerk, (first class,) per act July 23, 1866, section 8.....	1,200
For salary of one messenger, per act June 25, 1864, section 3.....	1,000
For salary of one laborer, per act June 25, 1864, section 3.....	720
	<hr/>
For amount submitted as increase in salary of chief clerk	17,820
For contingent expenses.....	400
	<hr/>
Total	19,220

B.

Estimate of the pay of civil officers under the cognizance of the Bureau of Construction and Repair, at navy yards and stations, for the fiscal year ending June 30, 1870.

PORTSMOUTH, N. H.

Assistant naval constructor	\$2,000
Inspector and measurer of timber.....	1,250

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Superintendent of floating dock.....	\$1,100
Draughtsman to naval constructor.....	1,400
Clerk of storehouses	1,500
Clerk to naval constructor.....	1,400
Time clerk.....	1,200
Total.....	<u>9,850</u>

BOSTON, MASS.

Assistant naval constructor.....	\$2,000
Inspector and measurer of timber	1,500
Draughtsman to naval constructor.....	1,400
Clerk of storehouse	1,500
Clerk to naval constructor.....	1,500
Clerk to naval constructor.....	1,200
Time clerk.....	1,250
Total.....	<u>10,350</u>

NEW YORK.

Assistant naval constructor.....	\$2,000
Inspector and measurer of timber	1,500
Draughtsman to naval constructor.....	1,400
Clerk of storehouse	1,500
Clerk of storehouse	1,200
Clerk to naval constructor	1,500
Clerk to naval constructor.....	1,200
Time clerk.....	1,250
Total.....	<u>11,550</u>

PHILADELPHIA.

Assistant naval constructor	\$2,000
Inspector and measurer of timber	1,200
Superintendent of floating dock.....	1,100
Draughtsman to naval constructor.....	1,400
Clerk of storehouse	1,500
Clerk to naval constructor	1,400
Time clerk.....	1,200
Total.....	<u>9,850</u>

WASHINGTON.

Assistant naval constructor.....	\$2,000
Clerk of storehouse	1,250
Clerk to naval constructor.....	1,200
Time clerk.....	1,200
Total	<u>5,650</u>

NORFOLK.

Clerk to naval construction.....	\$1,200
Clerk of storehouse	1,250
Time clerk.....	1,200
Total.....	<u>3,650</u>

PENSACOLA.

Assistant naval constructor.....	\$2,000
Clerk of storehouse	1,250
Clerk to naval constructor.....	1,200
Total.....	<u>4,450</u>

MARE ISLAND.

Inspector and measurer of timber	\$1,500
Clerk of storehouse	1,500
Clerk to naval constructor.....	1,500
Time clerk.....	1,500
Total	6,000

RECAPITULATION.

Civil officers at navy yard, Portsmouth	\$9,850
Civil officers at navy yard, Boston	10,350
Civil officers at navy yard, New York	11,550
Civil officers at navy yard, Philadelphia	1,850
Civil officers at navy yard, Washington	5,650
Civil officers at navy yard, Norfolk	3,650
Civil officers at navy yard, Pensacola.....	4,450
Civil officers at navy yard, Mare Island.....	6,000
Total for civil officers	61,350

C.

Estimate of the amount required by the Bureau of Construction and Repair for the maintenance and repair of the navy for the fiscal year ending June 30, 1870.

For the preservation of vessels on the stocks and in ordinary, the purchase of materials and stores of all kinds, labor in navy yards, transportation of materials, repair of vessels, and maintenance of the navy afloat \$3,790,500

GENERAL RECAPITULATION.

Estimate of the appropriations under the cognizance of the Bureau of Construction and Repair, Navy Department, required for the service of the fiscal year ending June 30, 1870.

	Estimate of appropriations required for the service of the fiscal year ending June 30, 1870.	Estimate of balance of appropriations unexpended on June 30, 1869, which may be applied for the next fiscal year.	Appropriations for fiscal year ending June 30, 1869.
Civil and contingent expenses of bureau	\$19,220	.....	\$17,420
Pay of civil officers.....	61,350	.....	39,000
Maintenance of the navy.....	3 790,500	.....	3,000,000
Total.....	3,871,070	.....	3,056,420

BUREAU OF CONSTRUCTION AND REPAIR.

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of May 22, 1868, at the navy yard at Kittery, Maine.

Class No. 1, white oak logs:

William H. Woodley.....	*\$14,700 00
Trickey & Jewett	15,300 00
S. P. Brown & Son.....	17,100 00
William White	17,100 00
William M. Shakespear..	17,400 00
James Bigler & Co.....	17,550 00
John O. Evans.....	19,200 00
George T. Wallace.....	19,200 00
George A. Hammond	19,200 00
Wesley Smith	22,500 00

Class No. 2, white oak keel pieces:

James Bigler & Co.....	*888 00
William H. Woodley.....	900 00
William M. Shakespear ..	1,068 00
Trickey & Jewett	1,080 00
John O. Evans.....	1,200 00
S. P. Brown & Son.....	1,200 00
William White	1,500 00
George A. Hammond	1,776 00
George T. Wallace.....	1,800 00
Wesley Smith	2,400 00

Class No. 7, yellow pine logs:

William H. Woodley.....	*15,000 00
Trickey & Jewett	21,250 00
James Bigler & Co.....	23,000 00
William M. Shakespear ..	*23,500 00
S. P. Brown & Son.....	25,500 00
William White	26,500 00
George A. Hammond	27,000 00
John O. Evans.....	30,000 00
George T. Wallace.....	30,000 00
Wesley Smith	37,500 00

Class No. 8, yellow pine beams:

William H. Woodley.....	*3,036 00
James Bigler & Co.....	3,894 00
Trickey & Jewett	3,960 00
George T. Wallace.....	4,290 00
George A. Hammond.....	4,488 00
William M. Shakespear ..	4,554 00
William White	5,610 00
Wesley Smith	8,250 00
S. P. Brown & Son.....	9,960 00

Class No. 13, white pine plank, boards:

William H. Woodley.....	*14,897 00
Trickey & Jewett.....	18,777 40
George A. Hammond	19,166 40
S. P. Brown & Son.....	20,313 20
Joseph W. Duryee.....	20,327 00
John O. Evans.....	21,528 00
James Bigler & Co.....	22,579 50
Wesley Smith	23,950 50

Class No. 15, white ash, elm, beech:

George A. Hammond	*\$240 00
William H. Woodley.....	245 00
Trickey & Jewett.....	250 00
Joseph W. Duryee.....	275 00
Wesley Smith.....	400 00

Class No. 24, white oak staves and headings:

David Babcock.....	*300 00
William H. Woodley.....	400 00
Wesley Smith.....	600 00

Class No. 34, iron plate:

Alonzo A. Foster	*321 00
David Babcock.....	322 20
William Porter & Sons ..	324 00
John B. Fuller	324 00
William A. Wheeler.....	342 30
Hyatt & Spencer.....	351 00
Joseph Low.....	360 00
Joseph L. Savage.....	390 00
Spalding & Parrott.....	396 00
William E. Coffin & Co..	450 00

Class No. 42, lead, pipe, sheet:

Alonzo A. Foster	*7,372 50
Joseph L. Savage.....	7,514 00
John B. Fuller	7,664 00
C. M. Clapp & Co.....	7,665 68
John H. Bailey.....	7,704 00
William Porter & Sons...	8,098 30
David Babcock.....	8,115 80
New York Lead Company	8,286 30
Joseph Low.....	8,184 00
Hyatt & Spencer.....	8,525 00
William A. Wheeler.....	8,866 00
Haffin & Shomberg.....	9,207 00
William A. Torrey.....	9,309 30

Class No. 43, zinc:

William Porter & Sons...	*1,838 00
Joseph L. Savage.....	1,575 00
David Babcock.....	1,900 00
George Adams.....	1,950 00
Hyatt & Spencer.....	1,925 00
William A. Torrey.....	1,963 00
John H. Bailey.....	1,990 00
John B. Fuller.....	2,000 00
Alonzo A. Foster	2,100 00
William A. Wheeler.....	2,100 00
Spalding & Parrott.....	2,200 00
Joseph Low.....	2,400 00

Class No. 44, tin:

Joseph Low.....	*64 00
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* Accepted.

Alonzo A. Foster	\$73 00	William A. Wheeler.....	\$1,400 00
John B. Fuller	80 00		
William Porter & Sons ..	86 96	Class No. 57, zinc paints:	
Joseph L. Savage.....	88 00		
Hyatt & Spencer.....	92 00	Joseph L. Savage.....	*87 50
William A. Wheeler.....	96 00	Hyatt & Spencer	97 50
John H. Bailey.....	98 00	G. P. Bergen	100 00
David Babcock.....	99 80	William Porter & Sons...	102 00
Spalding & Parrott.....	120 00	John H. Bailey.....	103 00
		David Babcock.....	106 25
Class No. 48, locks, hinges, bolts of brass and iron:		Alonzo A. Foster	125 00
		William A. Wheeler.....	166 00
Joseph Low.....	*42 00	Class No. 58, colored paints, dryers:	
Johnson Rotary Lock Co.	63 00		
Joseph L. Savage.....	66 00	David Babcock.....	*100 75
Alonzo A. Foster	79 08	Alonzo A. Foster	106 25
Hyatt & Spencer	87 00	John H. Bailey.....	115 00
David Babcock.....	90 00	Joseph L. Savage.....	117 00
William A. Wheeler.....	168 00	Hyatt & Spencer	119 50
John B. Fuller	180 00	William Porter & Sons..	121 00
John H. Bailey.....	192 00	G. P. Bergen.....	125 00
		William A. Wheeler.....	125 00
Class No. 49, screws of brass and iron:		Class No. 54, linseed oil:	
William Porter & Sons...	*114 85	Judd Linseed Oil Company	*1,100 00
John B. Fuller	119 75	David Babcock.....	1,110 00
Joseph L. Savage.....	130 85	Joseph L. Savage.....	1,140 00
David Babcock.....	143 90	G. P. Bergen	1,170 00
George Adams.....	145 40	Alonzo A. Foster	1,195 00
Joseph Low.....	152 65	John H. Bailey.....	1,200 00
Hyatt & Spencer	163 90	Southard, Herbert & Co..	1,230 00
Alonzo A. Foster	178 75	George Adams.....	1,240 00
John H. Bailey.....	179 00	William Porter & Sons...	1,250 00
William A. Wheeler.....	193 00	William A. Wheeler.....	1,260 00
		Hyatt & Spencer.....	1,350 00
Class No. 53, tools for use in yards and shops:		Class No. 60, varnish, spirits turpentine:	
Alonzo A. Foster	*77 50	David Babcock.....	*261 00
Hyatt & Spencer	150 00	Joseph L. Savage.....	270 00
Joseph L. Savage.....	175 00	Alonzo A. Foster	275 00
John B. Fuller	225 00	William Porter & Sons...	310 00
John H. Bailey.....	270 00	Hyatt & Spencer	375 00
John H. Bailey.....	395 00	Southard, Herbert & Co..	399 00
G. & C. Place.....	399 00	William A. Wheeler.....	400 00
		G. P. Bergen.....	426 00
Class No. 54, hardware:		Class No. 63, sperm and lard oil:	
Joseph L. Savage.....	*337 50	Joseph L. Savage.....	*1,075 00
John H. Bailey.....	374 00	G. P. Bergen.....	1,085 00
David Babcock.....	392 80	Southard, Herbert & Co..	1,115 00
Alonzo A. Foster	401 00	David Babcock.....	1,122 50
William A. Wheeler.....	414 00	Alonzo A. Foster	1,132 50
Hyatt & Spencer	443 10	Judd Linseed Oil Company	1,140 00
William Porter & Sons...	481 30	William Porter & Sons...	1,170 00
		William A. Wheeler.....	1,175 00
Class No. 56, white lead:		Hyatt & Spencer	1,200 00
Joseph L. Savage.....	*1,175 00	Abiel Wood	1,375 00
Alonzo A. Foster	1,200 00	Class No. 64, tallow, soap:	
C. M. Clapp & Co.....	1,206 25	Alonzo A. Foster	*306 00
John H. Bailey.....	1,210 00	David Babcock.....	322 63
John H. Bailey.....	1,215 00	Southard, Herbert & Co..	323 00
G. P. Bergen.....	1,306 00		
David Babcock.....	1,312 50		
William Porter & Sons...	1,318 00		
Hyatt & Spencer	1,387 50		

* Accepted.

G. P. Bergen	\$326 00	John M. Whittemore.....	\$438 93½
William A. Wheeler.....	326 00	William A. Wheeler.....	564 35
William Porter & Sons...	335 00		
George T. Vaughan.....	342 50	Class No. 74, acids:	
Joseph L. Savage.....	348 00	George Adams.....	*90 00
Hyatt & Spencer.....	348 75	Alonzo A. Foster.....	175 00
George Adams.....	364 00	Joseph L. Savage.....	115 00
Class No. 68, glass:		Hyatt & Spencer.....	122 50
Joseph Low.....	*158 00	William Porter & Sons...	124 00
William Porter & Sons...	159 41	William A. Wheeler.....	140 00
Joseph L. Savage.....	160 00	David Babcock.....	155 00
George Ryneal, jr.....	182 00	G. P. Bergen.....	630 00
John H. Bailey.....	194 00	Class No. 78, leather pump rig-	
Hyatt & Spencer.....	201 00	ging, &c.:	
William A. Wheeler.....	208 00	C. M. Clapp & Co.....	*215 00
David Babcock.....	221 90	David Babcock.....	260 50
George Adams.....	242 00	Hyatt & Spencer.....	263 50
Alonzo A. Foster.....	244 87½	Alonzo A. Foster.....	264 66
Edward A. Boyd.....	350 00	Joseph L. Savage.....	308 35
Class No. 69, brushes:		Joseph Low.....	396 44
Joseph L. Savage.....	*356 20	William A. Wheeler.....	411 00
David Babcock.....	508 44	William Porter & Sons..	420 75
Hyatt & Spencer.....	586 20	Class No. 85, anthracite coal:	
John H. Bailey.....	593 00	S. P. Brown & Son.....	*5,261 50
Alonzo A. Foster.....	595 00	Samuel Oakman.....	5,270 00
William Porter & Sons...	598 00	White, Fowler & Snow...	5,325 00
George T. Vaughan.....	691 85	William A. Wheeler.....	5,440 00
William A. Wheeler.....	717 75	George W. Tucker.....	5,836 00
Joseph Low.....	744 60	Class No. 87, bituminous coal:	
Class No. 70, dry goods for up-		John B. Turton.....	*2,872 00
holstering:		Samuel Oakman.....	3,000 00
Joseph L. Savage.....	*1,004 80	S. P. Brown & Son.....	3,060 00
A. S. Thorp & Co.....	†1,005 77½	George W. Tucker.....	3,160 00
Hyatt & Spencer.....	1,096 80	White, Fowler & Snow...	3,240 00
William Porter & Sons...	1,114 50	William A. Wheeler.....	3,240 00
David Babcock.....	1,163 55	D. T. Jackson.....	3,960 00
Alonzo A. Foster.....	1,232 00	Class No. 88, charcoal:	
John H. Bailey.....	1,236 00	Charles G. Brown.....	*1,430 00
William A. Wheeler.....	1,372 55	William A. Wheeler.....	1,590 00
Class No. 71, stationery:		William A. Wheeler.....	2,105 00
Hall L. Davis.....	*338 65	David Babcock.....	2,193 75
W. C. Rodgers & Co.....	347 54		

Opened in presence of—

B. F. ISHERWOOD, for Chief of Bureau.
H. A. GOLDSBOROUGH, Chief Clerk.
WILLIAM RICHMOND, Clerk.

NAVY DEPARTMENT, Bureau of Construction and Repair, June 24, 1868.

Offers to furnish materials for the navy under the advertisement of the Bureau of Construction and Repair of May 22, 1868, at the navy yard at Charlestown, Mass.

Class No. 1, white oak logs:		James Bigler & Co.....	\$11,700 00
William H. Woodtey.....	*\$9,400 00	John O. Evans.....	12,000 00
Trickey & Jewett.....	10,600 00	William White.....	12,400 00
S. P. Brown & Son.....	11,000 00	George T. Wallace.....	13,800 00
William M. Shakespear...	11,600 00	Wesley Smith.....	15,000 00

* Accepted.

† Informal.

Class No. 7, yellow pine logs:

William H. Woodley.....	*\$7,500 00
S. P. Brown & Son.....	7,750 00
Trickey & Jewett.....	10,875 00
James Bigler & Co.....	11,250 00
William M. Shakespear...	11,750 00
William White.....	14,500 00
John O. Evans.....	14,750 00
George T. Wallace.....	15,000 00
Wesley Smith.....	17,500 00

Class No. 13, white pine plank, boards:

William H. Woodley.....	*6,670 00
Trickey & Jewett.....	7,445 00
Joseph W. Duryee.....	8,009 00
John O. Evans.....	18,510 00
James Bigler & Co.....	8,880 00
Wesley Smith.....	9,495 00
S. P. Brown & Son.....	7,535 00

Class No. 23, black spruce:

Joseph Wescott & Son...	*2,800 00
Trickey & Sewett.....	3,000 00
David Babcock.....	3,040 00
William H. Woodley.....	3,200 00
George Adams.....	3,888 00
Samuel Oakman.....	3,960 00
George A. Hammond.....	4,720 00
Robert Holyoke.....	6,400 00
S. P. Brown & Son.....	8,000 00
Wesley Smith.....	8,000 00

Class No. 25, lignumvitæ:

William H. Woodley.....	*790 50
Joseph L. Savage.....	2,172 50
William Porter & Sons...	2,282 02
Watson & Bittinger.....	3,050 00
David Babcock.....	3,399 00

Class No. 32, wrought iron, round and square:

Joseph Low.....	*2,000 00
Joseph L. Savage.....	2,200 00
William E. Coffin & Co...	2,237 50
Alonzo A. Foster.....	2,237 50
William Porter & Sons...	2,279 50
David Babcock.....	2,310 00
John B. Fuller.....	2,375 00
George Adams.....	2,487 50
William A. Torrey.....	2,890 00

Class No. 33, wrought iron, flat:

Joseph Low.....	*4,000 00
Joseph L. Savage.....	4,200 00
William Porter & Sons...	4,468 00
William E. Coffin & Co...	4,371 87½
David Babcock.....	4,606 00
John B. Fuller.....	4,700 00
Alonzo A. Foster.....	4,977 50
George Adams.....	5,015 00
William H. Torrey.....	5,780 00

* Accepted

Class No. 34, iron plate:

Joseph Low.....	*\$3,020 10
William Porter & Sons...	3,127 40
David Babcock.....	3,375 91½
Joseph L. Savage.....	4,096 14
Alonzo A. Foster.....	4,127 88
William A. Torrey.....	4,317 45
George Adams.....	4,379 14½

Class No. 35, steel:

Joseph L. Savage.....	*306 00
William Porter & Sons...	311 45
Alonzo A. Foster.....	321 00
William A. Wheeler.....	323 00
David Babcock.....	331 50
George Adams.....	340 00
John B. Fuller.....	374 00
Joseph Low.....	408 00
William E. Coffin & Co...	459 00

Class No. 39, iron cut nails:

Hyatt & Spencer.....	*699 43
Scudder, Rogers & Co...	706 90
Joseph L. Savage.....	712 50
Joseph Low.....	715 00
William E. Coffin & Co...	733 50
David Babcock.....	736 71½
Alonzo A. Foster.....	734 75
William A. Torrey.....	760 20
John H. Bailey.....	768 00
John B. Fuller.....	1,158 20
William Porter & Sons...	1,276 50
William A. Wheeler.....	1,445 00

Class No. 42, lead, pipe, sheet:

Joseph L. Savage.....	*9,070 00
Alonzo A. Foster.....	9,155 50
C. M. Clapp & Co.....	9,441 60
John H. Bailey.....	9,480 00
John H. Bailey.....	9,528 00
Joseph Low.....	9,660 00
William Porter & Sons...	9,938 60
David Babcock.....	9,975 00
John B. Fuller.....	10,080 00
New York Lead Co.....	10,206 00
William A. Torrey.....	11,020 80

Class No. 43, zinc:

Joseph Low.....	*9,000 00
William Porter & Sons...	9,180 00
Joseph L. Savage.....	9,250 00
David Babcock.....	9,250 00
Hyatt & Spencer.....	9,500 00
John B. Fuller.....	9,500 00
George Adams.....	9,750 00
William A. Torrey.....	9,840 00
William A. Wheeler.....	10,000 00
Alonzo A. Foster.....	10,250 00
John H. Bailey.....	10,300 00

Class No. 44, tin:

Joseph Low.....	*\$77 50
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† Informal.

Joseph L. Savage.....	\$1,075 00	William A. Wheeler.....	\$1,607 35
William Porter & Sons...	1,105 00	William A. Torrey	1,671 24
Alonzo A. Foster.....	1,117 50	Joseph Low.....	2,124 75
John B. Fuller.....	1,150 00		
Hyatt & Spencer.....	1,152 50	Class No. 56, white lead:	
William A. Torrey.....	1,286 10	Joseph L. Savage.....	*4,700 00
William A. Wheeler.....	1,495 00	G. P. Bergen.....	4,800 00
David Babcock.....	1,510 70	C. M. Clapp & Co.....	4,825 00
		John H. Bailey.....	4,840 00
Class No. 48, locks, hinges, bolts, of brass and iron:		Alonzo A. Foster.....	4,850 00
Joseph L. Savage.....	*168 00	John H. Bailey.....	4,860 00
Alonzo A. Foster.....	203 5	David Babcock.....	5,120 00
Hyatt & Spencer.....	208 00	William Porter & Sons...	5,192 00
David Babcock.....	212 20	William A. Wheeler.....	5,200 00
William A. Torrey.....	215 14	Hyatt & Spencer.....	5,550 00
William A. Wheeler.....	231 90		
Johnson Rotary Lock Co.	250 50	Class No. 58, colored paints, dryers:	
Joseph Low.....	613 00	Joseph L. Savage.....	*172 00
		William Porter & Sons...	178 65
Class No. 49, screws of brass and iron:		John H. Bailey.....	179 00
William Porter & Sons...	*915 84	Hyatt & Spencer.....	198 72½
Joseph Low.....	1,026 88	David Babcock.....	202 80½
Joseph L. Savage.....	1,040 11	William A. Wheeler.....	205 50
David Babcock.....	1,076 84	G. P. Bergen.....	210 50
George Adams.....	1,128 17	Alonzo A. Foster.....	213 75
George H. Creed.....	1,132 72		
Alonzo A. Foster.....	1,155 19	Class No. 59, linseed oil:	
Scudder, Rogers & Co...	1,173 17	David Babcock.....	*537 50
Hyatt & Spencer.....	1,181 95	Judd Linseed Oil Co....	549 00
William A. Wheeler.....	1,261 21	Joseph L. Savage.....	565 00
William A. Torrey.....	1,277 31	G. P. Bergen.....	570 00
John H. Bailey.....	1,307 00	Alonzo A. Foster.....	600 00
		Southard, Herbert & Co..	610 00
Class No. 50, files:		C. M. Clapp & Co.....	620 00
Joseph L. Savage.....	*479 00	George Adams.....	620 00
David Babcock.....	543 32	John H. Bailey.....	620 00
William A. Torrey.....	556 83	William A. Wheeler.....	620 00
Hyatt & Spencer.....	559 06½	William Porter & Sons...	625 00
Scudder, Rogers & Co...	581 14	Hyatt & Spencer.....	625 00
Alonzo A. Foster.....	586 34		
William Porter & Sons...	601 11	Class No. 60, varnish, spirits turpentine:	
William A. Wheeler.....	652 29	David Babcock.....	*852 50
Joseph Low.....	715 22	Alonzo A. Foster.....	930 00
		William Porter & Sons...	949 00
Class No. 53, tools for use in yards and shops:		Joseph L. Savage.....	965 00
Joseph L. Savage.....	*1,197 10	G. P. Bergen.....	1,000 00
Alonzo A. Foster.....	1,245 68	Hyatt & Spencer.....	1,038 00
John B. Fuller.....	1,322 55	William A. Wheeler.....	1,475 00
David Babcock.....	1,355 33	Southard, Herbert & Co..	1,525 00
Scudder, Rogers & Co...	1,361 63	George Adams.....	1,575 00
William A. Torrey.....	1,420 33		
Hyatt & Spencer.....	1,425 48	Class No. 63, sperm and lard oil:	
John H. Bailey.....	1,447 00	G. P. Bergen.....	*1,060 00
William A. Wheeler.....	1,640 00	Southard, Herbert & Co..	1,145 40
		Alonzo A. Foster.....	1,155 00
Class No. 54, hardware:		David Babcock.....	1,179 80
David Babcock.....	*1,249 51	Joseph L. Savage.....	1,189 00
Joseph L. Savage.....	1,287 65	Judd Linseed Oil Co....	1,214 80
Hyatt & Spencer.....	1,296 39½	William Porter & Sons...	1,236 80
Scudder, Rogers & Co...	1,477 79	William A. Wheeler.....	1,274 00
Alonzo A. Foster.....	1,550 71	Hyatt & Spencer.....	1,311 00
		Abiel Wood.....	1,480 00

* Accepted.

Class No. 68, glass:

Joseph Low.....	*\$460 20
Joseph L. Savage.....	476 40
William P. rter & Sons...	596 55
David Babcock.....	642 11½
William A. Wheeler.....	646 20
Hyatt & Spencer.....	702 10
George Ryneal, jr.....	713 20
George Adams.....	857 90
Alonzo A. Foster.....	880 00
Edward A. Boyd.....	1,005 20

Class No. 69, brushes:

Joseph L. Savage.....	*665 66½
John H. Bailey.....	932 00
William Porter & Sons...	985 37½
Hyatt & Spencer.....	989 68½
Joseph Low.....	990 51½
Alonzo A. Foster.....	1,034 61½
David Babcock.....	1,076 39½
William A. Wheeler.....	1,119 87½

Class No. 71, stationery:

W. C. Rogers & Co.....	*852 35
H. S. Stodder.....	985 18
John M. Whittemore.....	894 85½
William A. Wheeler.....	1,107 00
Abram E. Cutter.....	1,108 53

Class No. 73, ship chandlery:

William Porter & Sons...	*1,214 52
Alonzo A. Foster.....	1,317 58
William A. Wheeler.....	1,420 00
David Babcock.....	1,544 65
Joseph L. Savage.....	1,678 88
Hyatt & Spencer.....	1,999 61

Class No. 74, acids:

Alonzo A. Foster.....	†627 75
George Adams.....	*893 25
Joseph L. Savage.....	1,225 75

Opened in presence of—

B. F. ISHERWOOD, *for Chief of Bureau.*H. A. GOLDSBOROUGH, *Chief Clerk.*WM. RICHMOND, *Clerk.*NAVY DEPARTMENT, *Bureau of Construction and Repair, June 24, 1868.*

Hyatt & Spencer.....	\$1,340 75
Joseph Low.....	1,370 75
William A. Wheeler.....	1,372 50
David Babcock.....	1,522 50
William Porter & Sons...	1,594 75

Class No. 77, belting, packing:

Joseph Low.....	*1,073 75
William A. Wheeler.....	1,806 00
John B. Fuller.....	1,902 50
Joseph L. Savage.....	1,631 00
David Babcock.....	2,172 60
C. M. Clapp & Co.....	2,191 50
William Porter & Sons...	2,296 45
Fairbrother & Fales.....	2,408 20
William A. Torrey.....	2,885 75
Hyatt & Spencer.....	3,291 05

Class No. 85, anthracite coal:

White, Fowler & Snow...	*9,787 50
Samuel Oakman.....	10,020 00
S. P. Brown & Son.....	10,213 50
William A. Wheeler.....	10,312 50

Class No. 87, bituminous coal:

John B. Turton.....	*8,832 00
Samuel Oakman.....	8,880 00
S. P. Brown & Son.....	9,156 00
White, Fowler & Snow...	9,300 00
William A. Wheeler.....	9,720 00
D. T. Jackson.....	11,880 00

Class No. 88, charcoal:

Samuel Oakman.....	*200 00
Mullett & Bradbury.....	220 00
William A. Wheeler.....	250 00
David Babcock.....	310 00

Class No. 90, patented articles:

G. & C. Place.....	*6,625 00
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Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of May 22, 1868, at the navy yard at Brooklyn, N. Y.

Class No. 3, white oak curved timber:

William M. Shakespear...	*\$11,000 00
Wesley Smith.....	13,500 00
William White.....	14,925 00
George T. Wallace.....	15,000 00
Justus Crasher.....	15,000 00
Watson & Pittinger.....	18,750 00
S. P. Brown & Son.....	22,500 00

* Accepted.

Class No. 7, yellow pine logs:

William H. Woodley....	*\$9,000 00
James Bigler & Co.....	13,200 00
S. P. Brown & Son.....	12,900 00
William M. Shakespear...	14,100 00
William White.....	14,700 00
George T. Wallace.....	15,900 00
Watson & Pittinger.....	17,250 00
Wesley Smith.....	21,000 00

† Informal.

Class No. 8, yellow pine beams:

William H. Woodley.....	*\$1,989 50
James Bigler & Co.....	2,551 75
George T. Wallace.....	2,595 00
William M. Shakespear..	2,984 25
Watson & Pittinger.....	3,222 12
William White.....	3,460 00
S. P. Brown & Son.....	6,487 50

Class No. 9, yellow pine mast timber:

William H. Woodley.....	*7,014 90
William M. Shakespear...	9,597 40
George T. Wallace.....	9,699 50
William White.....	9,699 50
S. P. Brown & Son.....	10,720 50
Watson & Pittinger.....	12,252 00
Wesley Smith.....	20,420 00

Class No. 13, white pine plank, boards:

William H. Woodley.....	*13,280 00
S. P. Brown & Son.....	14,075 00
Joseph W. Duryee.....	15,446 00
Wesley Smith.....	16,645 00
James Bigler & Co.....	17,155 00
Watson & Pittinger.....	21,340 00

Class No. 15, white ash, elm, beech:

Frederick A. Southmayd..	*861 50
Wesley Smith.....	874 00
William H. Woodley.....	962 50
Joseph W. Duryee.....	962 50
Watson & Pittinger.....	2,625 00

Class No. 16, white ash oars:

Frederick A. Southmayd..	*1,155 00
William H. Woodley.....	1,162 50
David Babcock.....	1,192 50
William Porter & Sons..	1,300 50
Wesley Smith.....	1,312 50
A. Turnbull & Brother...	1,350 00
Joseph L. Savage.....	1,500 00
Watson & Pittinger.....	3,000 00

Class No. 17, hickory:

William H. Woodley.....	*1,415 00
Frederick A. Southmayd..	1,533 00
Watson & Pittinger.....	1,755 00
Wesley Smith.....	3,000 00

Class No. 18, black walnut, mahogany, maple, cherry:

Frederick A. Southmayd..	1,634 00
Wesley Smith.....	1,687 50
William H. Woodley.....	1,835 00
Joseph W. Duryee.....	1,853 00
Watson & Pittinger.....	3,100 00

Class No. 22, cypress, cedar:

William H. Woodley.....	*750 00
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* Accepted.

John B. Fuller.....	\$825 00
Watson & Pittinger.....	862 50
George T. Wallace.....	900 00
Frederick A. Southmayd..	930 00
James Bigler & Co.....	960 00

Class No. 24, white oak staves and headings:

Hyatt & Spencer.....	*275 00
Alonzo A. Foster.....	322 50
David Babcock.....	350 00
Wesley Smith.....	400 00
Watson & Pittinger.....	475 00

Class No. 32, wrought iron, round and square:

Joseph Low.....	*11,840 00
George H. Creed.....	12,378 75
William Porter & Sons...	13,526 10
John B. Fuller.....	13,543 75
Alonzo A. Foster.....	14,116 25
Hyatt & Spencer.....	14,545 00
David Babcock.....	14,717 00
William E. Coffin & Co..	15,067 50
George Adams.....	15,649 37½
William A. Torrey.....	17,079 20

Class No. 33, wrought iron, flat:

Joseph Low.....	*5,216 00
William Porter & Sons...	6,058 50
George H. Creed.....	6,219 50
John B. Fuller.....	6,123 75
Hyatt & Spencer.....	6,389 75
Alonzo A. Foster.....	6,532 25
David Babcock.....	6,538 37½
George Adams.....	6,741 25
William E. Coffin & Co..	6,927 12½
William A. Torrey.....	7,562 32

Class No. 34, iron plate:

Joseph Low.....	*2,731 00
David Babcock.....	3,160 95
John B. Fuller.....	3,163 50
William Porter & Sons...	3,172 00
Alonzo A. Foster.....	3,309 00
Joseph L. Savage.....	3,408 00
George H. Creed.....	3,412 00
Hyatt & Spencer.....	3,460 75
William A. Torrey.....	†3,515 25
George Adams.....	3,532 10

Class No. 37, iron spikes:

Joseph Low.....	*1,620 00
George H. Creed.....	1,836 25
David Babcock.....	1,876 25
William Porter & Sons...	2,045 60
William A. Wheeler....	2,070 00
Hyatt & Spencer.....	2,175 00
Joseph L. Savage.....	2,210 00
Alonzo A. Foster.....	2,212 50
William A. Torrey.....	2,342 60
John B. Fuller.....	2,530 00

† Informal.

Class No. 38, iron wrought nails:

William A. Wheeler.....	*\$140 00
Alonzo A. Foster.....	144 50
Hyatt & Spencer.....	145 00
Joseph Low.....	160 00
George H. Creed.....	221 00
William Porter & Sons...	224 00
Joseph L. Savage.....	232 00
David Babcock.....	296 50
John B. Fuller.....	308 00

Class No. 39, iron cut nails:

Joseph Low.....	*1,449 30
John B. Fuller.....	1,468 54†
Hyatt & Spencer.....	1,477 81
George H. Creed.....	1,483 10
Alonzo A. Foster.....	1,495 58
David Babcock.....	1,532 16†
William Porter & Sons...	1,552 95
William E. Coffin & Co...	1,568 32†
William A. Torrey.....	1,654 84
Joseph L. Savage.....	1,678 90
William A. Wheeler.....	1,812 70

Class No. 42, lead, pipe, sheet:

Alonzo A. Foster.....	*1,417 35
George H. Creed.....	1,421 00
Joseph Low.....	1,506 54
William Porter & Sons...	1,547 84
David Babcock.....	1,539 25
New York Lead Company.	1,572 00
Colwell, Shaw & Willard	
Manufac'g Company...	1,572 00
John B. Fuller.....	1,572 00
Joseph L. Savage.....	1,583 00
Hoffin & Shomberg.....	1,626 00
Hyatt & Spencer.....	1,637 50
William A. Torrey.....	1,666 32

Class No. 43, zinc:

George H. Creed.....	*2,610 00
Joseph Low.....	2,700 00
David Babcock.....	2,737 50
William Porter & Sons...	2,742 00
John B. Fuller.....	2,775 00
George Adams.....	2,850 00
Hyatt & Spencer.....	2,850 00
Joseph L. Savage.....	2,887 50
William A. Torrey.....	2,913 00
Alonzo A. Foster.....	2,925 00
William A. Wheeler.....	3,000 00

Class No. 44, tin:

Alonzo A. Foster.....	*1,467 00
William Porter & Sons...	1,514 25
George H. Creed.....	1,524 50
John B. Fuller.....	1,533 00
Joseph Low.....	1,618 50
Joseph L. Savage.....	1,646 00
Hyatt & Spencer.....	1,649 00
William A. Torrey.....	1,690 76
David Babcock.....	1,762 25
William A. Wheeler.....	1,903 00

Class No. 45, solder:

John B. Fuller.....	†\$18 00
David Babcock.....	49 50
George H. Creed.....	52 00
Alonzo A. Foster.....	54 00
William A. Torrey.....	54 60
Joseph L. Savage.....	58 00
Hyatt & Spencer.....	58 00
William Porter & Sons...	60 00
William A. Wheeler.....	70 00
Joseph Low.....	76 00
Hoffin & Shomberg.....	90 00

Class No. 48, locks, hinges, bolts, of brass and iron:

George H. Creed.....	*1,827 32
David Babcock.....	1,982 74
Johnson Rotary Lock Com-	
pany.....	1,985 15
Alonzo A. Foster.....	2,121 94
Hyatt & Spencer.....	2,487 57
William A. Torrey.....	2,600 67
William A. Wheeler.....	2,779 60
John B. Fuller.....	3,010 03
Joseph Low.....	3,260 44

Class No. 49, screws of brass and iron:

William Porter & Sons...	*1,761 89
John B. Fuller.....	1,852 33
David Babcock.....	1,936 23
George H. Creed.....	2,732 07
Joseph Low.....	2,136 00
Hyatt & Spencer.....	2,311 50
Alonzo A. Foster.....	2,361 32
William A. Wheeler.....	2,474 92
William A. Torrey.....	2,510 62

Class No. 50, files:

C. Sullivan.....	*849 16
David Babcock.....	857 69
George H. Creed.....	863 05
Alonzo A. Foster.....	866 15
Hyatt & Spencer.....	883 36
William A. Torrey.....	919 54†
William Porter & Sons...	931 71
William A. Wheeler.....	1,088 18
Joseph Low.....	1,172 84

Class No. 51, augers:

Joseph Low.....	*759 85
George H. Creed.....	991 10
David Babcock.....	1,088 31
William A. Torrey.....	1,120 75
John B. Fuller.....	1,132 00
Alonzo A. Foster.....	1,135 60
Hyatt & Spencer.....	1,140 17
William A. Wheeler.....	1,156 05

Class No. 53, tools for use in yards and shops:

Joseph Low.....	*496 69
David Babcock.....	825 83

* Accepted.

† Accepted, bidder failed to execute contract and no contract made for this class.

George H. Creed.....	\$943 10
John B. Fuller.....	952 30
Hyatt & Spencer.....	955 41
William A. Torrey.....	978 88
Alonzo A. Foster.....	986 53
William A. Wheeler.....	1,044 45

Class No. 54, hardware:

George H. Creed.....	*1,491 08
Alonzo A. Foster.....	1,501 77½
William A. Wheeler.....	1,552 14
Hyatt & Spencer.....	1,597 97
Joseph Low.....	1,874 70
William A. Torrey.....	1,937 36
David Babcock.....	1,949 69

Class No. 56, white lead:

G. P. Bergen.....	*1,260 00
George H. Creed.....	1,260 00
Alonzo A. Foster.....	1,273 12½
David Babcock.....	1,286 25
Joseph L. Savage.....	1,312 50
William Porter & Sons...	1,358 70
John B. Fuller.....	1,365 00
William A. Wheeler.....	1,265 00
Hyatt & Spencer.....	1,456 87
F. W. Devoe & Co.....	1,483 12½

Class No. 57, zinc paints:

George H. Creed.....	*180 00
F. W. Devoe & Co.....	185 00
Hyatt & Spencer.....	185 00
Joseph L. Savage.....	190 00
William Porter & Sons...	197 80
G. P. Bergen.....	200 00
David Babcock.....	201 25
William A. Wheeler.....	220 00
John B. Fuller.....	240 00
Alonzo A. Foster.....	245 00

Class No. 58, colored paints, dryers:

George H. Creed.....	*1,033 50
John B. Fuller.....	1,051 40
David Babcock.....	1,115 05
Hyatt & Spencer.....	1,208 25
Alonzo A. Foster.....	1,223 50
G. P. Bergen.....	1,257 50
William Porter & Sons...	1,359 60
F. W. Devoe & Co.....	1,413 50
William A. Wheeler.....	1,683 50

Class No. 59, linseed oil:

David Babcock.....	*5,175 00
G. P. Bergen.....	5,200 00
George H. Creed.....	5,500 00
Joseph L. Savage.....	5,650 00
Judd Linseed Oil Company.	5,487 00
Alonzo A. Foster.....	5,775 00
William A. Wheeler.....	15,900 00
John B. Fuller.....	6,000 00
George Adams.....	6,200 00
William Porter & Sons...	6,250 00
F. W. Devoe & Co.....	6,250 00
Hyatt & Spencer.....	6,250 00

Class No. 60, varnish, spirits turpentine:

George H. Creed.....	*\$1,549 00
Alonzo A. Foster.....	1,555 10
David Babcock.....	1,627 50
Joseph L. Savage.....	1,661 70
William Porter & Sons...	1,735 70
Hyatt & Spencer.....	1,983 70
John B. Fuller.....	2,125 90
William A. Wheeler.....	2,190 50
G. P. Bergen.....	2,269 00
F. W. Devoe & Co.....	2,408 50

Class No. 63, sperm and lard oil:

George H. Creed.....	*4,855 00
G. P. Bergen.....	4,920 00
Joseph L. Savage.....	4,920 00
David Babcock.....	5,222 00
Alonzo A. Foster.....	5,271 00
Judd Linseed Oil Company.	5,272 50
John B. Fuller.....	5,302 50
William A. Wheeler.....	5,360 00
William Porter & Sons...	5,595 00
Hyatt & Spencer.....	5,665 00
Abiel Wood.....	6,447 50

Class No. 64, tallow, soap:

Alonzo A. Foster.....	*809 50
David Babcock.....	836 88
George H. Creed.....	839 00
William A. Wheeler.....	869 00
G. P. Bergen.....	875 00
Hyatt & Spencer.....	905 00
William Porter & Sons...	906 20
George Adams.....	928 00

Class No. 75, fish oil:

David Babcock.....	*1438 00
Judd Linseed Oil Company.	1438 00
William Porter & Sons...	468 00
G. P. Bergen.....	480 00
Hyatt & Spencer.....	480 00
John B. Fuller.....	480 00
William A. Wheeler.....	510 00
Alonzo A. Foster.....	555 00
George H. Creed.....	570 00
Abiel Wood.....	570 00
Joseph L. Savage.....	720 00

Class No. 68, glass:

George H. Creed.....	*316 80
Joseph Low.....	372 30
William Porter & Sons...	442 93½
George Ryneal, jr.....	521 80
William A. Wheeler.....	544 50
Hyatt & Spencer.....	570 80
David Babcock.....	614 43½
John B. Fuller.....	673 50
George Adams.....	682 50
Alonzo A. Foster.....	711 50
Edward A. Boyd.....	981 50

Class No. 69, brushes:

George H. Creed.....	*490 50
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* Accepted.

† Informal.

‡ Decided by lot.

Alonzo A. Foster	\$761 28	Alonzo A. Foster	\$171 25
Joseph Low	954 00	Joseph L. Savage	189 50
Hyatt & Spencer	952 45	George H. Creed	192 50
William Porter & Sons	989 34	Class No. 77, belting, packing:	
John B. Fuller	995 00	William Porter & Sons	*1,796 55
William A. Wheeler	1,075 90	George H. Creed	1,822 50
David Babcock	1,109 04	C. M. Clapp & Co.	1,928 60
W. H. Arthur & Co.	1,190 50	Hyatt & Spencer	1,974 00
Class No. 70, goods for uphol-		David Babcock	2,053 65
stering:		Joseph Low	2,159 50
George H. Creed	*1,076 05	William A. Torrey	2,317 00
A. S. Thorp & Co.	†1,424 05	Alonzo A. Foster	2,360 60
William Porter & Sons	1,434 62½	John B. Fuller	2,390 25
Hyatt & Spencer	1,477 55	William A. Wheeler	2,597 10
Alonzo A. Foster	1,491 75	Class No. 78, leather, pump,	
David Babcock	1,524 40	rigging, lacing:	
William A. Wheeler	1,684 65	George H. Creed	*480 00
Class No. 71, stationery:		Hyatt & Spencer	515 00
W. C. Rogers & Co.	*348 53	David Babcock	532 50
W. H. Arthur & Co.	357 35	Joseph Low	562 50
Cutler, Tower & Co.	409 16	Alonzo A. Foster	562 50
John M. Whittemore	408 43	William A. Wheeler	570 00
Class No. 73, ship chandlery:		William A. Torrey	623 00
George H. Creed	*1,519 70	William Porter & Sons	625 00
David Babcock	1,617 41	C. M. Clapp & Co.	747 50
Alonzo A. Foster	1,643 60	Class No. 85, anthracite coal:	
John B. Fuller	1,664 00	White, Fowler & Snow ...	*9,302 00
Hyatt & Spencer	1,676 52	S. P. Brown & Son	9,643 00
William Porter & Sons	1,783 29	Caldwell, Gordon & Co. .	10,175 00
William A. Wheeler	1,931 40	William A. Wheeler	10,395 00
Class No. 74, acids:		D. T. Jackson	11,445 00
John B. Fuller	*†175 50	Class No. 86, semi-bituminous	
George Adams	200 75	coal:	
Alonzo A. Foster	†135 75	White, Fowler & Snow ...	*5,720 00
William A. Wheeler	235 00	D. T. Jackson	5,740 00
Hyatt & Spencer	285 00	William A. Wheeler	6,100 00
Joseph Low	286 00	S. P. Brown & Son	6,500 00
David Babcock	287 00	Class No. 88, charcoal:	
William Porter & Sons	297 60	Alonzo A. Foster	*360 00
George H. Creed	310 00	David Babcock	369 50
Class No. 75, rosin, pitch, crude		William A. Wheeler	370 00
turpentine:		Class No. 90, patented articles:	
William Porter & Sons	*145 40	G. & C. Place	*3,151 00
John B. Fuller	150 00	George H. Creed	4,138 50
David Babcock	155 00		
G. P. Bergen	162 50		
William A. Wheeler	170 00		

* Accepted.

† Informal.

‡ Failed to execute contract; offered to next lowest bidder, but refused. No contract made.

Opened in presence of—

B. F. ISHERWOOD, *for Chief of Bureau.*H. A. GOLDSBOROUGH, *Chief Clerk.*WM. RICHMOND, *Clerk.*

NAVY DEPARTMENT, Bureau of Construction and Repair, June 24, 1868.

Offers to furnish materials for the navy under the advertisement of the Bureau of Construction and Repair of May 22, 1868, at the navy yard, Philadelphia, Pa.

Class No. 1, white oak logs :

William H. Woodley.....	*\$4,500 00
S. P. Brown & Son.....	4,900 00
William M. Shakespear....	5,300 00
James Bigler & Co.....	5,400 00
Watson & Pittinger	5,400 00
George T. Wallace.....	5,500 00
William White	5,700 00
John O. Evans.....	5,800 00
Wesley Smith	7,500 00

Class No. 2, white oak keel pieces :

William H. Woodley.....	*1,794 00
James Bigler & Co.....	1,950 00
S. P. Brown & Son.....	2,210 00
William M. Shakespear....	2,314 00
Watson & Pittinger.....	2,444 00
John O. Evans.....	2,600 00
William White.....	2,990 00
George T. Wallace.....	3,120 00
Wesley Smith.....	3,120 00

Class No. 4, white oak plank :

William H. Woodley.....	*5,414 50
Watson & Pittinger.....	5,967 00
S. P. Brown & Son.....	6,519 50
William M. Shakespear....	7,072 00
Wesley Smith.....	7,735 00

Class No. 7, yellow pine logs :

William H. Woodley.....	*3,600 00
S. P. Brown & Son.....	4,300 00
William M. Shakespear....	4,400 00
James Bigler & Co.....	4,400 00
Watson & Pittinger.....	4,900 00
George T. Wallace.....	5,000 00
William White.....	5,200 00
John O. Evans.....	5,400 00
Wesley Smith.....	6,500 00

Class No. 12, white pine mast timber :

Wesley Smith.....	*100 00
William H. Woodley.....	145 00
Watson & Pittinger	195 00
S. P. Brown & Son.....	200 00

Class No. 13, white pine plank, boards :

William H. Woodley.....	*3,880 00
James Bigler & Co.....	4,596 00
Joseph W. Duryee.....	5,041 00
Watson & Pittinger.....	5,535 00
S. P. Brown & Son.....	6,546 00

Class No. 15, white ash, elm, beech :

William H. Woodley.....	*750 00
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Joseph W. Duryee.....	\$825 00
Watson & Pittinger.....	945 00
Thomas & Pohl.....	982 70

Class No. 17, hickory :

Watson & Pittinger.....	*89 00
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Class No. 18, black walnut, mahogany, maple, cherry :

Thomas & Pohl.....	*72 20
Joseph W. Duryee.....	80 00
Watson & Pittinger.....	155 00

Class No. 30, copper :

Alonzo A. Foster.....	*1,140 00
Joseph L. Savag.....	1,180 00
John B. Fuller.....	1,200 00
William Porter & Sons...	1,217 60
Baltimore Copper Co.....	1,240 00
Hyatt & Spencer.....	1,240 00
William A. Torrey.....	1,300 00
Joseph Low.....	1,320 00
David Babcock.....	1,320 00
William A. Wheeler.....	1,320 00
Revere Copper Co.....	1,400 00

Class No. 32, wrought iron, round and square :

Joseph L. Savag.....	*4,950 00
Joseph Low.....	5,040 00
John B. Fuller.....	5,442 50
William Porter & Sons...	5,506 40
David Babcock.....	5,616 00
Paul J. Field.....	5,670 00
Alonzo F. Foster.....	5,732 50
Hyatt & Spencer.....	5,734 00
George Adams.....	6,082 50
William A. Torrey.....	7,270 20

Class No. 33, wrought iron, flat :

Joseph Low.....	*1,549 00
Joseph L. Savag.....	1,658 25
John B. Fuller.....	1,698 55½
William Porter & Sons...	1,801 03
Hyatt & Spencer.....	1,817 58½
David Babcock.....	1,849 37
Alonzo A. Foster.....	1,860 12½
George Adams.....	1,982 18½
William A. Torrey.....	2,273 07

Class No. 34, iron plate :

Joseph Low.....	*870 00
William Porter & Sons...	1,028 10
John B. Fuller.....	1,172 25
Joseph L. Savag.....	1,176 75
Alonzo A. Foster.....	1,183 87½
Hyatt & Spencer.....	1,236 37½
David Babcock.....	1,272 00
William A. Wheeler.....	1,392 00
William A. Torrey.....	1,452 15
Paul J. Field.....	1,087 00

* Accepted.

Class No. 37, iron spikes:

Joseph Low.....	*\$936 00
Joseph L. Savage.....	1,087 00
David Babcock.....	1,114 50
William Porter & Sons...	1,186 40
Hyatt & Spencer.....	1,196 00
William A. Wheeler.....	1,248 00
John B. Fuller.....	1,268 00
Paul J. Field.....	1,352 00
William A. Torrey.....	1,352 00
Alonzo A. Foster.....	1,497 50

Class No. 39, iron cut nails:

Hyatt & Spencer.....	*331 60
Joseph L. Savage.....	332 00
Alonzo A. Foster.....	333 50
Joseph Low.....	335 00
John B. Fuller.....	335 00
David Babcock.....	357 78
Paul J. Field.....	361 80
William Porter & Sons...	368 00
William A. Torrey.....	387 26
Alonzo A. Foster.....	402 00

Class No. 44, tin:

Joseph L. Savage.....	*740 00
William Porter & Sons...	747 20
Joseph Low.....	770 00
Alonzo A. Foster.....	770 00
David Babcock.....	780 00
Hyatt & Spencer.....	785 00
John B. Fuller.....	800 00
William A. Wheeler.....	820 00
William A. Torrey.....	825 00
Paul J. Field.....	840 00
George Adams.....	900 00

Class No. 45, solder:

Joseph L. Savage.....	*1,800 00
William Porter & Sons...	1,969 00
Alonzo A. Foster.....	2,012 50
Hyatt & Spencer.....	2,075 00
Joseph Low.....	2,100 00
Paul J. Field.....	2,275 00
David Babcock.....	2,290 00
William A. Torrey.....	2,336 00
William A. Wheeler.....	2,350 00
Hoffin & Shomberg.....	2,450 00
John B. Fuller.....	2,450 00

Class No. 48, locks, hinges,
bolts of brass and iron:

Joseph Low.....	*219 50
David Babcock.....	251 20
Johnson Rotary Lock Co.	290 40
Joseph L. Savage.....	346 00
Hyatt & Spencer.....	363 96
Alonzo A. Foster.....	415 00
William A. Torrey.....	425 78
William A. Wheeler.....	468 00
John B. Fuller.....	474 00
Paul J. Field.....	491 80

* Accepted.

Class No. 49, screws of brass
and iron:

William Porter & Sons...	*\$215 30
Joseph L. Savage.....	232 70
David Babcock.....	314 24
John B. Fuller.....	316 70
Alonzo A. Foster.....	376 50
Joseph Low.....	394 50
Paul J. Field.....	418 50
Hyatt & Spencer.....	419 69
William A. Wheeler.....	421 30
William A. Torrey.....	440 92

Class No. 52, tools for ships'
stores:

Joseph Low.....	*118 12
John B. Fuller.....	227 20
Alonzo A. Foster.....	303 68
David Babcock.....	319 18
Joseph L. Savage.....	401 40
Hyatt & Spencer.....	555 86
William A. Wheeler.....	571 00
Paul J. Field.....	605 82

Class No. 53, tools for use in
yards and shops:

Joseph L. Savage.....	*153 35
Alonzo A. Foster.....	188 21
Hyatt & Spencer.....	199 68
William A. Torrey.....	203 62
Paul J. Field.....	207 95
William A. Wheeler.....	221 60
Joseph Low.....	251 30
David Babcock.....	257 45
John B. Fuller.....	410 00

Class No. 54, hardware.

David Babcock.....	*420 32
Joseph Low.....	1361 37
Joseph L. Savage.....	471 57
Paul J. Field.....	476 15
Hyatt & Spencer.....	455 75
William A. Torrey.....	528 77
John B. Fuller.....	532 88
Alonzo A. Foster.....	588 23
William A. Wheeler.....	592 76

Class No. 57, zinc paints:

Joseph L. Savage.....	*56 25
Hyatt & Spencer.....	59 27½
David Babcock.....	64 06
G. P. Bergen.....	68 75
William Porter & Sons...	71 25
John B. Fuller.....	75 00
William A. Wheeler.....	84 37
Alonzo A. Foster.....	90 62½

Class No. 58, colored paints,
dryers:

Joseph L. Savage.....	*7 50
Alonzo A. Foster.....	15 60

† Informal.

David Babcock.....	\$16 68	Class No. 70, dry goods for up- holstering :	
Hyatt & Spencer	20 25	A. S. Thorp & Co.....	*\$99 75
John B. Fuller	22 50	William Porter & Sons...	128 95
William Porter & Sons...	24 00	Hyatt & Spencer	138 50
William A. Wheeler.....	30 00	Alonzo A. Foster	151 50
G. P. Bergen.....	37 50	David Babcock.....	153 25
Class No. 60, varnish, spirits turpentine :		William A. Wheeler	162 00
David Babcock	*69 75	Joseph L. Savage.....	306 00
Hyatt & Spencer	90 00	Class No. 71, stationery :	
Alonzo A. Foster	94 50	W. C. Rogers & Co	*487 19
William Porter & Sons...	97 50	John M. Whittemore.....	559 37
William A. Wheeler	105 00	Ferdinand Foster	649 81
G. P. Bergen.....	240 00	William A. Wheeler.....	852 85
Joseph L. Savage.....	330 00	Class No. 73, ship chandlery :	
John B. Fuller	375 00	John B. Fuller	774 00
Class No. 63, sperm and lard oil :		Hyatt & Spencer	†101 50
G. P. Bergen.....	*960 00	Alonzo A. Foster	*109 00
Joseph L. Savage.....	1,006 00	William Porter & Sons...	109 50
John B. Fuller	1,024 00	Eavid Babcock	121 00
David Babcock	1,044 60	Samuel E. Rice.....	126 00
Alonzo A. Foster.....	1,052 00	Joseph L. Savage.....	128 00
Judd Linseed Oil Company	1,054 80	Paul J. Field	130 00
William Porter & Sons...	1,087 60	William A. Wheeler.....	150 00
Hyatt & Spencer	1,098 80	Class No. 74, acids	
William A. Wheeler.....	1,102 00	George Adams.....	*77 42
Abiel Wood.....	1,286 00	Alonzo A. Foster	†61 48
Class No. 64, tallow, soap :		Joseph Low	108 96
William Porter & Sons...	*71 96	David Babcock.....	112 84
Alonzo A. Foster.....	72 00	Hyatt & Spencer	112 84
David Babcock	76 00	William Porter & Sons...	117 54
Hyatt & Spencer	76 00	William A. Wheeler.....	129 20
G. P. Bergen.....	80 00	John B. Fuller	144 72
Joseph L. Savage.....	80 00	Joseph L. Savage.....	177 44
William A. Wheeler	80 00	Class No. 77, belting, packing :	
Class No. 68, glass :		Joseph L. Savage.....	*463 76
Joseph Low	*138 75	William Porter & Sons...	528 29
William Porter & Sons...	187 93	William A. Wheeler.....	532 19
Joseph L. Savage.....	204 37	William A. Torrey	544 42
Hyatt & Spencer	205 00	Hyatt & Spencer	548 54‡
Alonzo A. Foster	211 10	C. M. Clapp & Co.....	561 33
William A. Wheeler.....	231 37‡	David Babcock.....	565 13
George Adams.....	241 00	Alonzo A. Foster	575 75
David Babcock	242 45	Paul J. Field	648 42
George Ryneal, jr.....	266 25	John B. Fuller	655 50
Edward A. Boyd	352 75	Joseph Low	765 00
Class No. 69, brushes :		Class No. 78, leather, pump, rigging, lacing :	
Joseph L. Savage.....	*94 50	Hyatt & Spencer	*310 50
William Porter & Sons...	111 60	William A. Wheeler.....	335 50
Samuel E. Rice.....	118 80	David Babcock.....	361 25
Hyatt & Spencer	122 50	William Porter & Sons...	414 94
Paul J. Field	126 00	Alonzo A. Foster	435 00
David Babcock	145 15	C. M. Clapp & Co.....	472 10
Alonzo A. Foster	142 50	Joseph L. Savage.....	628 25
William A. Wheeler	146 00	John B. Fuller.....	632 00
John B. Fuller	280 00		

* Accepted.

† Failed to execute contract.

‡ Declined class when offered.

§ Informal.

Class No. 85,† anthracite coal.	Alonzo A. Foster	\$193 50
Class No. 87, bituminous coal:	William A. Wheeler.....	193 59
S. P. Brown & Son.....	Hyatt & Spencer	215 00
John B. Turton.....	Class No. 90, patented articles:	
White, Fowler & Snow ..	John B. Fuller	* \$1,475 00
Class No. 88, charcoal:	G. & C. Place.....	4,249 00
Paul J. Field.....	Paul J. Field.....	5,075 00
		*172 00

Opened in presence of—

B. F. ISHERWOOD, *for Chief of Bureau.*

H. A. GOLDSBOROUGH, *Chief Clerk.*

WM. RICHMOND, *Clerk.*

NAVY DEPARTMENT, *Bureau of Construction and Repair, June 24, 1868.*

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of May 22, 1868, at the navy yard at Washington, D. C.

Class No. 1, white oak logs:	Class No. 13, white pine plank, boards:
William H. Woodley.....	George N. Beale.....
S. P. Brown & Son.....	William H. Woodley.....
Watson & Pittinger.....	S. P. Brown & Son.....
William M. Shakespear..	John O. Evans.....
James Bigler & Co.....	Joseph W. Duryee.....
George T. Wallace.....	James Bigler & Co.....
John O. Evans.....	Watson & Pittinger.....
William White.....	
George N. Beale	Class No. 15, white ash, elm, beech:
Class No. 3, white oak curved timber:	William H. Woodley.....
William H. Woodley.....	George N. Beale.....
William M. Shakespear...	Joseph W. Duryee.....
John O. Evans.....	Watson & Pittinger.....
William White.....	
S. P. Brown & Son.....	Class No. 17, hickory:
Watson & Pittinger.....	George N. Beale
Class No. 7, yellow pine logs:	David Babcock.....
William H. Woodley.....	Watson & Pittinger.....
S. P. Brown & Son.....	
William M. Shakespear...	Class No. 18, black walnut, mahogany, maple, cherry:
James Bigler & Co.....	William H. Woodley.....
George N. Beale.....	James Bigler & Co.....
George T. Wallace.....	Joseph W. Duryee.....
John O. Evans.....	George N. Beale.....
Watson & Pittinger.....	John O. Evans.....
William White	Watson & Pittinger.....
Class No. 12, white pine mast timber:	
William H. Woodley	Class No. 19, locust timber:
S. P. Brown & Son.....	George N. Beale.....
Watson & Pittinger.....	Watson & Pittinger.....

* Accepted.

† Failed to execute contract. No contract made for the class.

† No bids received for this class.

§ Decided by lot.

Class No. 23, black spruce:

Watson & Pittinger.....	*\$454 00
Joseph Wescott & Son...	490 00
S. P. Brown & Son.....	624 00

Class No. 30, ingot copper:

Joseph Low.....	73,600 00
Joseph L. Savage.....	73,945 00
Baltimore Copper Com- pany.....	76,350 00
William A. Wheeler.....	76,800 00
Revere Copper Company...	80,000 00
Alonzo A. Foster.....	80,235 00
David Babcock.....	82,035 00
John O. Evans.....	82,110 00

Class No. 32, wrought iron,
round and square:

Joseph L. Savage.....	*1,107 50
Joseph Low.....	1,120 00
William Porter & Sons...	1,252 80
David Babcock.....	1,293 00
Hyatt & Spencer.....	1,330 00
Alonzo A. Foster.....	1,377 50
John B. Fuller.....	1,400 00
William E. Coffin & Co..	1,421 25
George Adams.....	1,476 25
William A. Torrey.....	1,615 60

Class No. 33, wrought iron, flat:

Joseph L. Savage.....	*355 00
Joseph Low.....	360 00
William Porter & Sons...	412 00
John B. Fuller.....	422 50
Hyatt & Spencer.....	427 50
David Babcock.....	432 00
Alonzo A. Foster.....	460 00
William E. Coffin & Co..	468 12½
George Adams.....	472 50
William A. Torrey.....	519 30

Class No. 34, iron plate:

Joseph Low.....	*60 50
Hyatt & Spencer.....	100 00
William A. Wheeler.....	104 00
Alonzo A. Foster.....	107 00
William Porter & Sons...	111 50
Joseph L. Savage.....	118 0
William A. Torrey.....	123 25
John B. Fuller.....	125 00
David Babcock.....	127 00

Class No. 35, steel:

Joseph L. Savage.....	*76 00
William Porter & Sons...	78 60
Alonzo A. Foster.....	82 25
William A. Wheeler.....	85 00
David Babcock.....	89 25
John B. Fuller.....	93 50
Joseph Low.....	102 00

Class No. 37, iron spikes:

David Babcock.....	*59 50
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Joseph Low.....	\$60 00
Joseph L. Savage.....	60 00
Hyatt & Spencer.....	65 00
William A. Wheeler.....	65 00
George Adams.....	67 50
Alonzo A. Foster.....	67 50
William Porter & Sons...	70 00
John B. Fuller.....	75 00

Class No. 38, iron wrought
nails:

Joseph Low.....	*140 00
Hyatt & Spencer.....	150 00
Alonzo A. Foster.....	145 00
William A. Wheeler.....	160 00
Joseph L. Savage.....	170 00
William Porter & Sons...	239 50
David Babcock.....	331 25
John B. Fuller.....	340 00

Class No. 39, iron cut nails:

Hyatt & Spencer.....	*45 71½
John B. Fuller.....	49 00
Joseph L. Savage.....	52 80
Alonzo A. Foster.....	53 80
William A. Wheeler.....	56 80
William Porter & Sons...	61 10
David Babcock.....	61 60

Class No. 42, lead, pipe, sheet:

Alonzo A. Foster.....	*109 50
William Porter & Sons...	119 70
Joseph L. Savage.....	120 00
David Babcock.....	120 00
Hoffin & Shomberg.....	122 50
Hyatt & Spencer.....	125 00
Joseph Low.....	130 00
John B. Fuller.....	130 00
William A. Wheeler.....	140 00

Class No. 44, tin:

Joseph Low.....	*1,951 50
Alonzo A. Foster.....	1,983 50
Joseph L. Savage.....	1,986 50
Hyatt & Spencer.....	2,042 00
William Porter & Sons...	2,043 80
William A. Wheeler.....	2,066 00
David Babcock.....	2,097 00
John B. Fuller.....	2,105 00
William A. Torrey.....	2,138 24

Class No. 45, solder:

David Babcock.....	*49 75
Hoffin & Shomberg.....	50 00
John B. Fuller.....	50 00
Joseph L. Savage.....	54 00
William A. Torrey.....	54 06
Alonzo A. Foster.....	57 00
Hyatt & Spencer.....	58 00
William A. Wheeler.....	70 00
William Porter & Sons...	66 00
Joseph Low.....	76 00

*Accepted.

Class No. 48, locks, hinges,
bolts, of brass and iron:

Alonzo A. Foster	*\$611 50
David Babcock	616 66½
William A. Torrey	617 10
Johnson Rotary Lock Co.	630 75
Joseph L. Savage	638 50
William A. Wheeler	713 50
Joseph Low	720 75
Hyatt & Spencer	787 50
John B. Fuller	850 00

Class No. 49, screws of brass
and iron:

William Porter & Sons	*293 00
John B. Fuller	314 10
Joseph L. Savage	328 40
Joseph Low	355 35
George Adams	367 05
Hyatt & Spencer	383 45
David Babcock	392 85
Alonzo A. Foster	396 72½
William A. Wheeler	409 65
William A. Torrey	417 70

Class No. 50, files:

Joseph L. Savage	*558 82
Hyatt & Spencer	630 08
David Babcock	634 16
William A. Torrey	657 09
Alonzo A. Foster	668 96
William Porter & Sons	694 89
William A. Wheeler	787 30
Joseph Low	862 55

Class No. 51, augers:

Joseph Low	*84 55
Joseph L. Savage	115 40
William A. Torrey	117 22
David Babcock	117 52
John B. Fuller	118 50
Hyatt & Spencer	120 73
William A. Wheeler	121 75
Alonzo A. Foster	123 76

Class No. 52, tools for ships'
stores:

Joseph Low	*180 00
Joseph L. Savage	210 00
Alonzo A. Foster	210 00
David Babcock	204 00
William A. Torrey	235 44
William A. Wheeler	270 00
Hyatt & Spencer	330 00
John B. Fuller	480 00

Class No. 53, tools for use in
yard and shops:

Joseph Low	*540 25
Alonzo A. Foster	671 75
Hyatt & Spencer	757 20
Joseph L. Savage	762 30
William A. Torrey	794 92
William A. Wheeler	842 00
David Babcock	858 59

Class No. 54, hardware:

David Babcock	*\$488 85
Alonzo A. Foster	491 62½
Joseph L. Savage	493 03
Hyatt & Spencer	538 87
Joseph Low	552 75
William A. Torrey	597 07½
John B. Fuller	617 50
William A. Wheeler	638 95

Class No. 56, white lead:

G. P. Bergen	*650 00
Joseph L. Savage	662 50
Alonzo A. Foster	675 00
George Ryneal, jr.	687 50
Hyatt & Spencer	693 75
F. W. Devoe & Co	725 00
William Porter & Sons ..	739 50
David Babcock	745 00
William A. Wheeler	750 00

Class No. 57, zinc paints:

G. P. Bergen	*500 00
Joseph L. Savage	587 50
Alonzo A. Foster	612 50
F. W. Devoe & Co	650 00
Hyatt & Spencer	650 00
George Ryneal, jr.	675 00
David Babcock	695 00
William Porter & Sons ..	772 00
William A. Wheeler	800 00

Class No. 58, colored paints,
dryers:

William Porter & Sons ..	*268 70
Joseph L. Savage	277 00
Hyatt & Spencer	354 85
George Ryneal, jr.	455 00
F. W. Devoe & Co	497 50
William A. Wheeler	531 75
David Babcock	540 07½
Alonzo A. Foster	551 25

Class No. 59, linseed oil:

Joseph L. Savage	†1,650 00
David Babcock	1,665 00
Judd Linseed Oil Co	*†1,650 00
Alonzo A. Foster	1,732 50
G. P. Bergen	1,800 00
George Ryneal, jr.	1,800 00
William A. Wheeler	1,845 00
Hyatt & Spencer	1,875 00
William Porter & Sons ..	1,920 00
F. W. Devoe & Co	1,920 00

Class No. 60, varnish, spirits
turpentine:

David Babcock	*711 11½
Joseph L. Savage	712 00
Hyatt & Spencer	755 20
G. P. Bergen	757 50
Alonzo A. Foster	771 75
William A. Wheeler	880 00
William Porter & Sons ..	881 25
George Ryneal, jr.	922 50
F. W. Devoe & Co	952 00

* Accepted.

† Decided by lot.

Class No. 63, sperm and lard oil:

Joseph L. Savage.....	*\$360 00
George Ryneal, jr.....	367 50
Alonzo A. Foster.....	373 75
David Babcock.....	375 00
G. P. Bergen.....	387 50
Hyatt & Spencer.....	387 50
William Porter & Sons ..	400 00
Judd Linseed Oil Co.....	400 00
William A. Wheeler.....	400 00
Abiel Wood.....	462 50

Class No. 64, tallow, soap:

Joseph L. Savage.....	*7 75
William Porter & Sons...	8 00
Hyatt & Spencer.....	8 25
Alonzo A. Foster.....	8 75
David Babcock.....	9 00
William A. Wheeler.....	10 00
George N. Beale.....	17 50

Class No. 68, glass:

Joseph L. Savage.....	*520 00
David Babcock.....	574 00
William A. Wheeler.....	648 00
William Porter & Sons...	656 00
Hyatt & Spencer.....	796 00
George Ryneal, jr.....	800 00
Edward A. Boyd.....	800 00
George Adams.....	920 00
Joseph L. Savage.....	712 00
Hyatt & Spencer.....	755 20
G. P. Bergen.....	757 50
Alonzo A. Foster.....	771 75
William A. Wheeler.....	880 00
William Porter & Sons...	881 25
George Ryneal, jr.....	922 50
F. W. Devoe & Co.....	952 00

Class No. 69, brushes:

Joseph L. Savage.....	*354 50
Samuel E. Rice.....	354 96
Alonzo A. Foster.....	411 82½
Joseph Low.....	434 45
David Babcock.....	520 23
Hyatt & Spencer.....	543 70½
William Porter & Sons...	555 05½
William A. Wheeler.....	753 25

Class No. 70, dry goods for upholstery:

A. S. Thorp & Co.....	*18 00
Joseph L. Savage.....	21 75
Alonzo A. Foster.....	25 25
William Porter & Sons...	27 00
David Babcock.....	33 75
William A. Wheeler.....	36 25
George N. Beale.....	38 50

Class No. 71, stationery:

W. C. Rogers & Co.....	*324 08
John M. Whittemore.....	400 00
William A. Wheeler.....	410 25

Accepted.

Class No. 73, ship chandlery:

Joseph L. Savage.....	*\$364 50
William Porter & Sons....	385 90
David Babcock.....	464 60
Hyatt & Spencer.....	466 25
Alonzo A. Foster.....	472 80
William A. Wheeler.....	935 75

Class No. 75, rosin, pitch, crude turpentine:

David Babcock.....	*364 50
George N. Beale.....	380 00
Alonzo A. Foster.....	408 75
William Porter & Sons...	421 80
Hyatt & Spencer.....	427 50
William A. Wheeler.....	427 50
Joseph L. Savage.....	444 00
G. P. Bergen.....	495 00

Class No. 77, belting, packing:

Joseph L. Savage.....	*206 50
William Porter & Sons....	228 25
Hyatt & Spencer.....	238 75
Joseph Low.....	250 00
C. M. Clapp & Co.....	252 00
John B. Fuller.....	257 50
William A. Torrey.....	257 75
David Babcock.....	264 75
Alonzo A. Foster.....	265 75
William A. Wheeler.....	310 75

Class No. 78, pump leather, rigging, lacing:

Joseph L. Savage.....	*105 60
Alonzo A. Foster.....	113 00
Joseph Low.....	116 00
Hyatt & Spencer.....	1 0 50
David Babcock.....	120 60
William A. Torrey.....	127 40
William Porter & Sons....	134 20
C. M. Clapp & Co.....	136 80
William A. Wheeler.....	133 00

Class No. 85, anthracite coal:

William Guinand.....	*808 50
John B. Turton.....	820 50
White, Fowler & Snow....	825 00
S. P. Brown & Son.....	877 50
William A. Wheeler.....	892 50
George N. Beale.....	975 00
Gleason & Glenn.....	†1,012 50

Class No. 87, bituminous coal:

John B. Turton.....	*9,750 00
S. P. Brown & Son.....	9,975 00
White, Fowler & Snow....	11,075 00
William A. Wheeler.....	12,250 00
D. T. Jackson.....	13,375 00

Class No. 88, charcoal:

P. W. Dorsey.....	*593 70
Samuel C. Cockrill.....	†500 00
George N. Beale.....	650 00
Joseph L. Savage.....	700 00

† Informal.

William Porter & Sons.....	\$850 00	John B. Turton.....	\$550 00
William A. Wheeler.....	1,200 00	Joseph L. Savage.....	675 00
David Babcock.....	1,300 00	George N. Beale.....	750 00
Classes No. 89, wood:		Gleason & Glenn.....	†800 00
		William A. Wheeler.....	1,000 00
William Guinand.....	*549 00	William Porter & Sons....	1,090 00

Opened in presence of—

B. F. ISHERWOOD, *for Chief of Bureau.*

H. A. GOLDSBOROUGH, *Chief Clerk.*

WM. RICHMOND, *Clerk.*

NAVY DEPARTMENT, *Bureau of Construction and Repair, June 24, 1868.*

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of May 22, 1868, at the navy yard at Norfolk, Virginia.

Class No. 7, yellow pine logs:		Wesley Smith.....	\$600 00
		Watson & Pittinger.....	600 00
William H. Woodley.....	*\$2,400 00	Class No. 17, hickory:	
William White.....	3,600 00	Joseph L. Savage.....	*862 50
Watson & Pittinger.....	3,875 00	William H. Woodley....	2,200 00
George T. Wallace.....	4,000 00	Wesley Smith.....	2,200 00
S. P. Brown & Son.....	4,100 00	Watson & Pittinger.....	2,432 50
John O. Evans.....	4,300 00	Class No. 18, black walnut,	
William M. Shakespear..	4,400 00	mahogany, maple, cherry:	
James Bigler & Co.....	4,500 00	Watson & Pittinger.....	*665 00
Wesley Smith.....	7,000 00	James Bigler & Co.....	675 00
Class No. 11, white pine logs:		Joseph W. Duryee.....	685 00
John O. Evans.....	*2,280 00	William H. Woodley.....	707 50
James Bigler & Co.....	2,340 00	John O. Evans.....	930 00
William H. Woodley....	2,520 00	Class No. 23, black spruce:	
William M. Shakespear..	2,640 00	Watson & Pittinger.....	*1,432 00
Watson & Pittinger.....	2,880 00	William H. Woodley.....	1,518 75
Wesley Smith.....	3,000 00	Joseph Wescott & Son....	1,790 00
S. P. Brown & Son.....	4,200 00	S. P. Brown & Son.....	2,143 00
Class No. 13, white pine plank,		Robert Holyoke.....	2,645 00
boards:		Wesley Smith.....	3,510 00
Joseph W. Duryee.....	*900 00	Class No. 24, white oak staves	
John O. Evans.....	1,100 00	and headings:	
William H. Woodley.....	1,200 00	Lookins & Myers.....	*1,160 00
James Bigler & Co.....	1,300 00	William H. Woodley.....	1,220 00
Wesley Smith.....	1,600 00	P. H. Whitehurst.....	1,561 50
Watson & Pittinger.....	1,700 00	David Babcock.....	2,047 50
Class No. 15, white ash, elm,		Wesley Smith.....	2,195 00
beech:		Watson & Pittinger.....	2,510 00
William H. Woodley.....	*1,900 00	Class No. 33, wrought iron flat:	
Joseph W. Duryee.....	2,090 00	William Porter & Sons...	*427 75
Watson & Pittinger.....	2,261 00	Joseph Low.....	450 00
Wesley Smith.....	2,660 00	Hyatt & Spencer.....	491 25
John O. Evans.....	3,040 00	Alonzo A. Foster.....	481 25
Class No. 16, white ash oars:		Joseph L. Savage.....	492 50
William H. Woodley.....	*320 00	David Babcock.....	517 50
David Babcock.....	340 00	Taylor, Martin & Co.....	520 00
A. Turnbull & Bro.....	360 00	John B. Fuller.....	550 00
Frederick A. Southmayd..	355 00		
William Porter & Sons...	371 60		
Joseph L. Savage.....	440 00		

*Accepted.

† Informal.

REPORT OF THE SECRETARY OF THE NAVY.

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William E. Coffin & Co..	\$552 50	Alonzo A. Foster	\$1,190 00
Class No. 34, iron plate:		William A. Torrey	1,217 50
Joseph Low	*454 50	George Adams	1,320 00
Hyatt & Spencer	518 25	Lookins & Myers	1,460 00
David Babcock	520 00	Class No. 50, files:	
Taylor, Martin & Co.	523 50	Joseph L. Savage	*23 76
Joseph L. Savage	526 00	Hyatt & Spencer	26 00
William Porter & Sons	531 90	David Babcock	26 24
John B. Fuller	537 50	Alonzo A. Foster	27 92
Alonzo A. Foster	538 25	William Porter & Sons	30 80
William A. Torrey	623 65	William A. Wheeler	34 00
William E. Coffin & Co..	744 50	Joseph Low	34 40
Class No. 39, iron cut nails:		Taylor, Martin & Co.	36 00
Taylor, Martin & Co.	*194 60	John B. Fuller	50 00
John B. Fuller	195 00	Lookins & Myers	57 60
Joseph L. Savage	204 00	Class No. 52, tools for ships'	
Hyatt & Spencer	204 75	stores:	
Joseph Low	214 50	John B. Fuller	†629 00
David Babcock	217 54	Hyatt & Spencer	952 90
Alonzo A. Foster	219 75	Joseph L. Savage	*815 00
William A. Torrey	229 27	David Babcock	891 10
William Porter & Sons	233 40	Taylor, Martin & Co.	999 50
William A. Wheeler	234 00	Alonzo A. Foster	1,080 50
Lookins & Myers	530 00	William A. Wheeler	1,224 00
Class No. 42, lead, pipe, sheet:		Class No. 53, tools for use in	
Alonzo A. Foster	*224 50	yard and shops:	
William Porter & Sons	239 40	Alonzo A. Foster	*224 94
David Babcock	240 00	Joseph L. Savage	273 00
Hafflin & Shomberg	245 00	John B. Fuller	273 60
Joseph L. Savage	250 00	Taylor, Martin & Co.	296 30
Hyatt & Spencer	255 00	Hyatt & Spencer	602 20
Taylor, Martin & Co.	259 00	David Babcock	607 82
Joseph Low	260 00	William A. Wheeler	756 30
John B. Fuller	260 00	Class No. 54, hardware:	
William A. Torrey	262 40	David Babcock	*234 25
William A. Wheeler	280 00	Joseph L. Savage	248 35
Lookins & Myers	900 00	Alonzo A. Foster	258 50
Class No. 43, zinc:		William A. Wheeler	273 84
William Porter & Sons	*184 80	Hyatt & Spencer	292 35
Joseph L. Savage	190 00	Taylor, Martin & Co.	327 30
Hyatt & Spencer	190 00	Joseph Low	362 50
William H. Torrey	194 00	Class No. 58, colored paints,	
David Babcock	210 00	dryers:	
Alonzo A. Foster	210 00	Durr & Cuthrell	*229 50
William A. Wheeler	210 00	William A. Wheeler	335 75
Joseph Low	220 00	Alonzo A. Foster	237 15
George Adams	220 00	Joseph L. Savage	241 50
Taylor, Martin & Co.	240 00	David Babcock	262 82†
Lookins & Myers	260 00	Hyatt & Spencer	267 00
Class No. 44, tin:		G. P. Bergen	285 60
Alonzo A. Foster	*1,085 00	William Porter & Sons	297 60
Joseph L. Savage	1,090 00	Lookins & Myers	640 00
William Porter & Sons	1,115 00	Class No. 59, linseed oil:	
Joseph Low	1,140 00	Judd Linseed Oil Company	*1,110 00
Hyatt & Spencer	1,150 00	David Babcock	1,130 00
David Babcock	1,160 00	G. P. Bergen	1,140 00
John B. Fuller	1,160 00		
Taylor, Martin & Co.	1,180 00		

* Accepted.

† Failed to execute; contract awarded to next lowest bidder.

Joseph L. Savage.....	\$1,140 00	Joseph L. Savage.....	\$353 20
William A. Wheeler.....	1,210 00	Alonzo A. Foster.....	368 50
Hyatt & Spencer.....	1,240 00	David Babcock.....	399 40
Alonzo A. Foster.....	1,245 00	William A. Wheeler.....	404 50
Durr & Cuthrell.....	1,250 00	Taylor, Martin & Co.....	406 00
William Porter & Sons...	1,260 00	Hyatt & Spencer.....	621 40
P. H. Whitehurst.....	1,595 00	Lookins & Myers.....	962 00
Lookins & Myers.....	2,250 00		
Class No. 60, varnish, spirits turpentine:		Class No. 74, acids:	
Joseph L. Savage.....	*215 00	Alonzo A. Foster.....	*31 50
Hyatt & Spencer.....	269 25	Hyatt & Spencer.....	54 00
Durr & Cuthrell.....	271 25	Joseph Low.....	60 00
William A. Wheeler.....	271 25	William A. Wheeler.....	60 00
David Babcock.....	273 95	William Porter & Sons...	64 00
William Porter & Sons...	275 75	David Babcock.....	72 00
G. P. Bergen.....	290 00	Durr & Cuthrell.....	74 00
Alonzo A. Foster.....	401 00	Joseph L. Savage.....	94 00
Lookins & Myers.....	537 50	Lookins & Myers.....	188 00
Class No. 63, sperm and lard oil:		Class No. 75, rosin, pitch, crude turpentine:	
Joseph L. Savage.....	*145 00	Lookins & Myers.....	*35 00
David Babcock.....	157 00	William Porter & Sons...	44 40
Alonzo A. Foster.....	159 00	David Babcock.....	47 50
G. P. Bergen.....	160 00	G. P. Bergen.....	50 00
Judd Linseed Oil Company	160 00	Durr & Cuthrell.....	50 00
Hyatt & Spencer.....	160 00	William A. Wheeler.....	55 00
William Porter & Sons...	166 00	Joseph L. Savage.....	57 50
Durr & Cuthrell.....	175 00	Alonzo A. Foster.....	57 50
William A. Wheeler.....	175 00		
Abiel Wood.....	185 00	Class No. 78, leather, pump, rigging, lacing:	
Lookins & Myers.....	250 00	Joseph Low.....	*319 00
Class No. 64, tallow, soap:		Joseph L. Savage.....	368 50
David Babcock.....	*9 42½	Taylor, Martin & Co.....	397 00
Alonzo A. Foster.....	14 50	David Babcock.....	410 90
William Porter & Sons...	16 85	William Porter & Sons...	426 18
Hyatt & Spencer.....	16 95	Hyatt & Spencer.....	432 40
Joseph L. Savage.....	17 50	William A. Torrey.....	439 70
William A. Wheeler.....	18 60	William A. Wheeler.....	456 30
Durr & Cuthrell.....	32 50	Alonzo A. Foster.....	465 14
Lookins & Myers.....	66 00	Lookins & Myers.....	517 20
Class No. 70, dry goods for upholstery:		C. M. Clapp & Co.....	486 50
A. S. Thorp & Co.....	*614 45½	Class No. 85, anthracite coal:	
Joseph L. Savage.....	632 70	White, Fowler & Snow ..	*715 00
William Porter & Sons...	661 47	S. P. Brown & Son.....	747 50
Alonzo A. Foster.....	701 37	William A. Wheeler.....	845 00
Hyatt & Spencer.....	711 67		
David Babcock.....	739 05	Class No. 86, semi-bituminous coal:	
William A. Wheeler.....	786 10	White, Fowler & Snow ..	*1,662 00
Lookins & Myers.....	1,184 55	Richard B. Wighton.....	1,785 00
Class No. 71, stationery:		William A. Wheeler.....	1,800 00
W. C. Rogers & Co.....	*615 09	S. P. Brown & Son.....	1,845 00
Lookins & Myers.....	709 70		
John M. Whittemore.....	734 03	Class No. 87, bituminous coal:	
William A. Wheeler.....	792 50	White, Fowler & Snow ..	*2,535 00
Class No. 73, ship chandlery:		S. P. Brown & Son.....	2,595 00
William Porter & Sons...	*315 88	John B. Turton.....	2,615 00

* Accepted.

William A. Wheeler.....	\$3,050 00	Class No. 90, patented articles:	
D. T. Jackson.....	3,875 00		
Class No. 88, charcoal:		John B. Fuller.....	†\$1,700 00
William A. Wheeler.....	*40 00	Taylor, Martin & Co.....	*1,896 00
Lookins & Myers.....	50 00	William Porter & Sons...	2,448 00
		Joseph L. Savage.....	2,800 00

*Accepted.

†Failed to execute contract; class awarded to next lowest bidder.

Opened in presence of—

B. F. ISHERWOOD, *for Chief of Bureau.*H. A. GOLDSBOROUGH, *Chief Clerk.*WM. RICHMOND, *Clerk.*

NAVY DEPARTMENT,

Bureau of Construction and Repair, June 24, 1868.

BUREAU OF STEAM ENGINEERING.

NAVY DEPARTMENT,

October 22, 1868.

SIR: In the following statement I have the honor to lay before the department the principal operations of this bureau during the past year. They have been restricted to the least practicable, in accordance with the late legislation of Congress for the navy, and from the necessity of confining them within the excessively small appropriation made, the effective value of which was seriously diminished by the reduced amount of labor obtained in the shops of the navy yards, resulting from the law passed at the last session of Congress, making eight hours a day's work in these shops, instead of ten hours as formerly. This law virtually reduced the money granted twenty per centum, compared with the grants of previous years; so small, indeed, was the appropriation for the purposes of this bureau, that scarcely any repairs could be made on the machinery of steamers returned from cruises. All that could be done was to protect it from further deterioration, and large sums will be required to put it in condition for sea service. The same cause has deferred the completion of new machinery already far advanced.

The usual yearly contracts for navy yard supplies were not made, owing to the smallness of the appropriation, and the consumption has been principally restricted to those remaining in store at the commencement of the fiscal year. By sending from one navy yard to another wherever there was excess and deficiency, and by the utmost frugality of administration, the supplies left from the previous year, have been made sufficient for the greatly reduced amount of work done.

Of the eight pairs of engines designed by this bureau, and nearly sufficiently finished for erection in the vessels of the Algoma class, one pair is being placed in the Algoma, at the Charlestown navy yard, and another pair in the Kenosha, in the Brooklyn navy yard. The machinery of these two vessels will be ready for service early in 1869. They are small screw sloops of war, intended to replace larger ones, because of the less cost of maintaining them in commission. Their engines have cylinders of 50 inches diameter, with 42 inches stroke of piston. A third pair of these engines is proceeding very slowly to completion at the Brooklyn navy yard, for the duplicate vessel Omaha, constructed at the Philadelphia navy yard, and will be placed in her in time to enable her to be used as a next successor to a larger vessel.

At the Portsmouth, New Hampshire, navy yard, the screw gunboat Nantasket is receiving the machinery designed for her by this bureau. The engines are the duplicates of those of the Resaca and Swatara, vessels which have long been in service. The cylinders are 36 inches in diameter and have a stroke of piston of 3 feet.

The only vessels on whose machinery repairs have been completed are the screw gunboats Nipsic at the Washington navy yard, and the Yantic at the Norfolk navy yard, both being required for immediate service. Repairs are very slowly progressing on the machinery of the paddle-wheel steamer Saranac, at the Mare Island navy yard, and on that of the screw sloop Juniata at the Philadelphia navy yard. The repairs on the machinery of the screw frigate Lancaster, at the Norfolk navy yard, have been entirely suspended, but they are in so advanced a condition that two months will complete them, and the vessel could not receive her other equipments in a less time.

Of the screw machinery designed by this bureau for twenty sloops, and contracted for by private establishments in 1863, during the height of the war, to be constructed in from ten to eighteen months, that for seven vessels still remains uncompleted, but is so far advanced as to make its delivery certain within the present fiscal year. The engines of this machinery have cylinders of 60 inches diameter, with 3-foot stroke of piston. The vessels fitted with them by the contractors during the present year, in pursuance of the contracts made in 1863, are the Mosholu, Pushmataha, and Minnetonka. The contract trials of the machinery of these vessels, which were made with the vessels secured to the wharf, proved satisfactory; the great expense of putting them in commission prevented any trials at sea.

None of the vessels of this class have had a sea trial with maximum steam power. Those in commission are supplied, from economical motives, with only half the necessary complement of firemen and coal-heavers for such a test, and have generally steamed with only half the boilers in use, and a consumption of coal below the maximum even for that half. The Contoocook on one occasion, when all her boilers were in use, though burning coal below their maximum rate, made, under steam alone, in smooth water and a light breeze, 13 geographical miles per hour, which is precisely the speed she was calculated to have for a maximum. During her late passage (October 4, 1868) from Hampton Roads to New York she made with two of her four main boilers, and without the superheaters, 10 geographical miles per hour under steam alone and against a strong head wind and sea.

Of the five large sloops for which the machinery was begun in 1863, there are now completed the Madawaska, Wampanoag, Ammonusuc, and Neshaminy, leaving the Pompanoosuc still unfinished. Of these vessels the hulls of the first two are duplicates, and of the last three are triplicates. The machinery of all was constructed by contract with private establishments, and with the exception of that of the Madawaska, was designed by this bureau, and consists for each vessel of two engines geared to make one double stroke of the piston to every 2.04 revolutions of the same shaft. The cylinders are 100 inches in diameter, and have a 4-foot stroke of piston. The engines of the Madawaska were designed by Mr. John Ericsson, and are of the vibrating-lever type, according to his patent. The cylinders are 100 inches in diameter, and the pistons have a stroke of 4 feet. They are connected directly with the screw shaft. The boilers of the Madawaska were designed by this bureau, and are the exact duplicates of those of the Wampanoag. It will thus be seen that the Madawaska and Wampanoag have duplicate hulls and boilers,

and differ only in the engines, which, though of the same sized cylinders, are geared in the latter and direct action in the former. In the engines of the Wampanoag, the steam is cut off at two-thirds of the stroke of the piston from the commencement; and it was intended that it should be cut off at two-fifths in the Madawaska, that being the point always adopted by Mr. Ericsson in his previous constructions, but before the completion of the work, he changed it to three-fifths of the stroke of the piston, leaving only the remaining two-fifths to be performed by the expansion of the steam, thus adopting the standard of the bureau. The intention of the navy department was to make a practical test of the relative efficiency of the two types of engines, the hulls and boilers being identical.

At the same time (1863) the department contracted for the Chattanooga. She was to be completed in 15 months, and both hull and machinery were designed by the contractors, the hull by Cramp & Son, of Philadelphia, and the machinery by Merrick & Sons, of the same city. The Idaho was also contracted for at about the same time, and, like the Chattanooga, the hull and machinery were to be designed by the contractors. Mr. Steers, of New York, designed the hull, and Mr. E. N. Dickerson, of the same city, the machinery. All these vessels were constructed for high speed, the least expected being 15 geographical miles per hour.

The Madawaska, the Chattanooga, and the Idaho were built in competition with the Wampanoag class, with a view to ascertain if better results could be obtained by machinery designed by private contractors than by the bureau.

Of these vessels full power steam trials have been made at sea under steam alone, that is without assistance from sails, with the Idaho, Madawaska, Chattanooga, and Wampanoag. The conditions of the trials were in all as nearly as possible the same, and the principal results will be found in the following table. They are very instructive, and furnish a complete refutation to the many false accounts and misrepresentations which have been circulated about them. In the case of the Madawaska, with Mr. Ericsson's engines, the 41 hours of her sea trial were not consecutive, but are the aggregate of 16 hours, 9½ hours, and 15½ hours. The 16 hours was the longest consecutive time the engines could be operated, and after that they had to be stopped to cool the journals, key up, and generally re-adjust. The 24 consecutive hours of the trials of the Idaho, with Mr. Dickerson's machinery, and Chattanooga, with Merrick & Son's machinery, were as long a time as their engines would endure under the pressure used. That their speed, as well as that of the Madawaska, was so much less than it should have been, is due to the want of durability in the engines, and not to the want of steam. The boilers of all these vessels would have supplied a very large additional amount to what was used. The geared engines of the Wampanoag, on the contrary, never heated nor gave any trouble of any kind, and would have worked at a considerably greater power could the coal have been supplied as fast as it could be burned. The speed of that vessel was limited simply from the want of a sufficient number of coal heavers to place the coal on the fire-room floor as fast as the furnaces would consume it. It was in view of this fact solely that in designing engines to develop a great power for the large vessels of the Wampanoag class which were to have an unprecedented speed, the bureau adopted the geared type, notwithstanding its heavier weight and the larger space occupied by it. With this type the greatest powers can be developed for an indefinite period without injury to the engines, and their superior durability and certainty far overbalance, and particularly for war steamers, all the

objections to their space and weight. If, however, the greater economy of fuel obtainable with them, and of stores, be considered, it will be found that within a given space in the vessel allotted to machinery and coal for the propulsion of the vessel during a considerable time at a given speed, higher results in every way will be obtained by the geared type. This has been demonstrated by all the competitive trials made by the department, and, as far as I can learn, by the experience of the world. No approach to the Wampanoag, either in speed or economy of fuel, or length of time of steaming at a high rate of speed, has ever been made. Indeed, so unexampled is her success that the engineering journals of England have boldly questioned the veracity of the captain by inventing the statement that the speed was obtained by the assistance of sails, with a strong wind abaft the beam, not knowing how else to account for it, and they declare the speed impossible under any other circumstances. It is, of course, well known here that not any canvas was carried; in fact could not be carried at the speed, as was shown in after trials, for when it was attempted to ascertain the vessel's speed under steam and sail combined, the sail was carried aback with a strong wind on the quarter; in other words, the vessel's speed was so great under steam alone that the velocity of the wind was insufficient to add more power.

Data and results of the sea trials at maximum speed of the competitive steamers Idaho, Chattanooga, Madawaska, and Wampanoag, under steam alone.

	Idaho.	Chattanooga.	Madawaska.	Wampanoag.
Date of commencing the trial.....	May 19, 1866	Aug. 17, 1866	Jan. 14, 1867	Feb. 11, 1868
Duration of the trial in consecutive hours.....	24.	24.	41.	33.
Length of the vessel on load water line from forward edge of rabbet of stem to after side of sternpost, in feet and inches.....	298.	315.	335.	335.
Extreme breadth of the vessel on load water line, in feet and inches.....	44.6	46.	45.2	45.2
Mean draught of the vessel during the trial, in feet and inches.....	17.1	14.11	18.2	18.6
Greatest immersed transverse section of vessel at her mean draught during the trial, in square feet.....	606.44	535.	725.47	740.52
Displacement of the vessel at her mean draught during the trial, in tons.....	3,240.58	3,043.	4,105.17	4,215.54
Ratio of the length to the breadth.....	6.697	6.848	7.417	7.417
Ratio of the displacement to its circumscribing parallelopipedon.....	386.	860.	1,128.	1,128.
Number of square feet of grate surface in the boilers.....	90.	90.	90.	90.
State of the sea.....	Smooth.	Smooth.	Rough.	Rough.
Kind of wind.....	Light breeze.	Light breeze.	Moderate.	Strong breeze
Angle from ahead made by the wind with the vessel's keel, in degrees.....	4,905.	10,700.	11,042.683	12,670.606
Number of pounds of coal consumed per hour.....	12,386	10,918	9,750	11,223
Number of pounds of coal consumed per hour per square foot of grate surface.....	101.	92.	128.	138.
Temperature of the feed-water in degrees of Fahrenheit.....	35.63	50.45	46.234	31.265
Number of double strokes of engines' pistons made per minute.....	37.90	37.52	29.84	32.43
Steam pressure in the boilers, in pounds per square inch above the atmosphere.....	1.	18.	224	1.
Proportion of throttle valve open.....	13	52	600	66
Fraction of stroke of piston completed when the steam was cut off.....	28.	19.34	94.33	24.
Vacuum in condenser in inches of mercury.....	13.4	14.4	11.92	34.2
Steam pressure, per indicator, per square inch of piston.....	645.415	1,696.131	2,085.188	4,048.84
Indicated horse-power developed by the engines.....	645.415	40,823	57,532	4,048.84
Horse-power developed by the auxiliary engines supplying the condensing water, (estimated).....	7,600	1,736.954	2,142.72	3,129
Total indicated horse-power developed.....	8.27	13.375	5,170	16,758
Pounds of coal consumed per hour per indicated horse-power.....				
Speed of the vessel per hour in geographical miles.....				

The models of all the above vessels were designed purely for speed. Assuming them to be equally well designed for that purpose, the area of their greatest immersed transverse sections may be taken as the measure of their resistances, and the area of their grate surface may be taken as the measure of their boiler power. In this view, the boiler power, relatively to resistance of vessel, will compare as follows, namely: Idaho, 0.653 square feet of grate surface per square foot of greatest immersed transverse section; Chattanooga, 1.832 square feet of grate surface per square foot of greatest immersed transverse section; Madawaska, 1.555 square feet of grate surface per square foot of greatest immersed transverse section; Wampanoag, 1.523 square feet of grate surface per square foot of greatest immersed transverse section.

Now, as the results in function of boiler power should be measured by the cubes of the speeds, divided by the boiler power per square foot of greatest immersed transverse section, they will compare as follows, namely:

Idaho	1.0000
Chattanooga	1.5078
Madawaska	1.5322
Wampanoag	3.5672

From the above comparison it will be seen that the performances of the Chattanooga and the Madawaska were about equal, and 50 per centum better than that of the Idaho; while the performance of the Wampanoag was over three and a half times better than that of the Idaho, and two and one-third times better than those of the Chattanooga and Madawaska.

In making this comparison, I have taken the area of the boiler grate surface as the measure of what ought to be the capacity of the machinery to produce effective power, particularly as it is objected to the machinery designed by this bureau that a larger area of grate surface is employed in proportion to effect produced than by other designers. Such a comparison, while rigorously accurate, involves no technicalities and admits of no mystifying, as the meanest capacity can understand that equal areas of grate surface should consume equal quantities of the same coal in equal time; and that this equality of consumption should furnish equal quantities of steam if the boilers were equally economical, and that equal quantities of steam should produce equal effective powers if the steam were used with equal efficiency. The speeds, in the respective cases, are those given by the line officers of the deck who logged the vessels every half hour, besides noting the speed by shore marks. The area of grate surface represents, in effect, the quantity of boiler placed in the vessel and, *ceteris paribus*, the quantity of power, while the cube of the vessel's speed represents the effect produced.

But not only is there an immense superiority on the part of the Wampanoag's machinery in the *pro rata* effect produced, but the same is also true of the economy with which it was produced. To make this comparison we will divide the cubes of the speeds by the weight of coal consumed per hour per square foot of area of the vessel's greatest immersed transverse sections. The results will be as follows:

Idaho	1.0000
Chattanooga	1.7109
Madawaska	1.9389
Wampanoag	3.9322

The above comparison shows that while the Chattanooga and Madawaska, respectively, gave economic results 71 and 54 per centum greater

than the Idaho, the Wampanoag gave economic results nearly four times greater than the Idaho, and over twice that given by the Madawaska, and over two and a quarter times that given by the Chattanooga.

The Idaho's boilers were of the water-tube type, according to the patent of Mr. E. N. Dickerson. The engines were in two pairs, connected directly to two shafts, and had cylinders 30 inches in diameter, with an 8-foot stroke of piston; each pair driving independently a screw propeller placed under the counter of the vessel.

The Chattanooga's boilers were of the usual horizontal fire-tube type; the engines were of the usual back-action kind, connected directly to the screw shaft, and had cylinders 84 inches in diameter, with a 3-foot stroke of piston.

The boilers of all four vessels were provided with superheaters, and the engines were fitted with surface condensers.

It may be satisfactory to compare the performance of the Wampanoag with that of the British royal mail steamers running between Holyhead and Dublin, a distance of $65\frac{1}{2}$ statute miles or 56.83 geographical miles. These vessels were intended to be the fastest in the world, and were constructed under a guarantee to average 20 miles an hour; they are propelled by paddle wheels driven by a pair of engines with cylinders 98 inches in diameter and having 6 feet 6 inches stroke of piston. The boilers have 677 square feet of grate surface. The hull, built by Mr. Samuda from the designs of Mr. Lang, is 327 feet long on the load line, and 35 feet extreme breadth; the greatest immersed transverse section is 336 square feet, and the displacement is 1,900 tons. From these figures it will be seen that the length of the hull was 9.345 times its breadth. Its lines are excessively fine, and to propel it each square foot of greatest immersed transverse area has 2.015 square feet of grate surface. It has not only a greater length proportionally to breadth, and a sharper model than the Wampanoag's hull, but it has a great deal more boiler-grate surface proportionally to its greatest immersed transverse section, having 2.015 square feet, while the Wampanoag has only 1.523 square feet; in other words, the mail steamer has one-third more boiler in proportion to its greatest immersed transverse section than the Wampanoag. The average time of the mail steamer for 4,000 passages was three hours 55 minutes, which gives a speed of 14.51 geographical miles per hour. Making the comparison between the vessels as before, taking the square feet of grate surface per square foot of greatest immersed transverse section for the measure of the power that is due to the quantity of boiler, and the cubes of the speeds as the measure of the effects actually produced, we have the following results.

Royal mail steamer.....	1.0000
Wampanoag.....	2.0276

That is, the performance of the Wampanoag, in proportion of boiler to vessel, was double that of the royal mail steamer.

The largest and fastest merchant ocean steamer ever built in America was the Adriatic, of the Collins line. The hull was 343 feet 10 inches long on the load water-line, from the forward edge of the rabbet of the stern to the after side of the sternport, the extreme breadth on the load water line was 50 feet, making the length 6.877 times the beam. The greatest immersed transverse section was 880 square feet, and the displacement was 5,233 tons. It was propelled by paddle wheels driven by two oscillating engines, with cylinders 101 inches in diameter, and a stroke of piston of 12 feet. The boilers contained 1,056 square feet of grate surface, or 1.2 square foot per square foot of vessel's greatest immersed

transverse section. The vessel's speed under the above conditions, when tried by her English purchasers on the measured mile at Stoke's bay with the best Welsh coal, was 15.91 geographical miles per hour, as the average of four runs of one mile each. This being her maximum for only a few minutes, it is proper to compare with it the Wampanoag's maximum for a single hour at sea, namely, 17.75 geographical miles. Taking, in the cases of the two vessels, the cube of the speeds as the measure of the effects, and the square feet of grate surface per square foot of vessel's greatest immersed transverse section as the measure of the powers in proportion to resistance which the machinery ought to have developed, and dividing the former by the latter, we have the following result:

Adriatic.....	1.000
Wampanoag.....	1.094

Showing about $9\frac{1}{2}$ per centum superiority for the Wampanoag.

It is needless to multiply these examples, although many more could be given; the same general result follows the application of the same principle of comparison. They all show that for the production of equal speed, the bureau employs a less quantity of boiler in proportion to resistance of vessel, than other designers who have attempted the same high speed, but failed in its accomplishment.

The four large vessels already described, namely, the Idaho, Chattanooga, Madawaska, and Wampanoag, are not the only ones in which competitive machinery has been tried by the department. The Saco, Yantic, Pequot, Shawmut, Nyack and Nipsic, are duplicate gunboats, in which the machinery of the last three was designed by this bureau. The machinery of the Saco was designed by Mr. Corliss, that of the Yantic by Merrick & Sons, Philadelphia, and that of the Pequot by Mr. William Wright. Of these, the machinery of the Saco proved a total failure, and had to be removed from the vessel, while the Yantic's and Pequot's machinery have given inferior results to that of the remaining three vessels. The engines of all these vessels were fitted with surface condensers, but the boilers were without superheaters.

The Quinnebaug, a very large gunboat, was fitted with competitive machinery to that of the duplicate gunboats Swatara and Resaca, designed by this bureau. The Quinnebaug's machinery was imported from England, and consists of two pairs of engines driving twin screws. The diameter of the cylinder is 38 inches, and the stroke of the piston is 21 inches. The boiler grate surface is 114 square feet.

The machinery of the Swatara and Resaca consists of one pair of engines driving a single screw. The cylinders are 36 inches in diameter, and have a three-foot stroke of piston. The boilers contain 210 square feet of grate surface.

The space occupied in the Quinnebaug and in the Swatara by the machinery and a given weight of fuel is precisely the same; but in the former vessel there is a much greater quantity of engine, while in the latter there is a much greater quantity of boiler. In the former the steam is cut off at one-fourth the stroke of the piston from the commencement, leaving the remaining three-fourths to be performed by the expansion. In the latter the steam is cut off at six-tenths of the stroke of the piston from the commencement, leaving the remaining four-tenths to be performed by the expansion. The Swatara's machinery was nearly completed, ready for erection in the vessel, when the contract for the Quinnebaug's was made, and the contractors were informed of the exact dimensions and arrangement of the machinery against which they were to compete. They were, however, of opinion that their quantity of grate surface, cutting the steam off at one-fourth the stroke, and propelling the

vessel with twin screws, would give a greater speed result, and a greater economy, than the bureau's quantity of grate surface, cutting the steam off at six-tenths of the stroke of the piston, and propelling the vessel by a single screw.

The Swatara, when tried near Hampton Roads, made a speed of exactly 12 geographical miles per hour, while the highest result obtained from the Quinnebaug, in New York harbor, was seven geographical miles per hour, both vessels burning the same kind of coal, and being tried under the same conditions as nearly as possible. Measuring the results by the cube of the speeds, and the boiler power by the grate surface, they compare as follows, viz., Quinnebaug, 1,000; Swatara, 2,735. Or the performance of the Swatara, in proportion to boiler power, exceeded that of the Quinnebaug nearly $2\frac{3}{4}$ times. In fact, the machinery of the latter was an abject failure both in power and economy. The engines of both vessels had surface condensers, and the boilers were fitted with superheaters.

During the four years, extending from 1861 to 1865, the bureau designed machinery for 46 paddle-wheel vessels and 79 screw steamers; total, 125 steamers. In dimensions these vessels ranged from 500 to 3,500 tons. It furnished not only the most minutely detailed specifications, but the general plans and working drawings. All this machinery has proven very satisfactory, working durably and economically, and giving the vessels largely increased speed over what was previously obtained from the same quantity of machinery, or could be produced by competitive machinery. In addition to the above the bureau has designed the alterations and furnished the working drawings for the repairs of a great deal of old machinery, and it has designed much which has not yet been executed owing to the sudden cessation of the war.

The system now universally employed in ventilating the monitors was invented by this bureau. The original Monitor had no provision of any kind whatever for ventilation, and, after her battle with the Merrimac, at Hampton Roads, she was brought to the Washington navy yard in order that this important omission might be supplied. So utterly deficient was she in ventilation that the cooking galley had to be removed to the deck, and the vessel was, in effect, uninhabitable. The designer of the Monitor having apparently no plan to propose, this bureau, by order of the department, devised the system which, with slight and obvious modifications to suit local details, has substantially been used in all succeeding vessels of this type. The "log cabin," as it was termed, of the original Monitor, was adopted for the receiving air-pipe down which the air was drawn by a large fan-blower, worked by an independent steam engine, and driven through delivery pipes into the apartments of the vessel. The "log cabin" was the original of the "impregnable ventilator," and the system proving a complete success, there only remained to adapt it to other vessels.

The attention of the department is respectfully directed to the condition of the iron-clads. The machinery of these vessels requires large sums annually to protect it, nor even with this great and increasing expenditure can deterioration be prevented. The corrosion of the boilers, especially in the water-bottoms, progresses rapidly, notwithstanding every care, and in a few years they will be unserviceable. As they occupy the entire height between the keelsons and the lower side of the deck timbers they cannot be repaired in the vessel, and as no boiler hatches were provided by the designer the solid timber deck and its iron plating over them must be removed that they may be taken out. The expense of such removal and that of the replacement will be enormous. The corrosion of the iron hulls, particularly on the inaccessible portions of the inside, is steadily advancing, and the decks and backing of the side armor, com-

posed entirely of green white oak timbers laid in close contact without possibility of ventilation and exposed to constant moisture, will soon be a mass of dust and fungus. The plates of the turrets, of the deck armor, and of the side armor, being composed of only $\frac{1}{2}$ -inch thick iron, with the spaces between them pervious to water and continually damp, are, together with the fastenings, rapidly corroding. In a comparatively short period these vessels will require to be nearly rebuilt before they could be fit for service, and it is submitted that the money for their reconstruction could be better expended in building new vessels of greatly improved design and detail even if the present type were maintained. Especially should iron decks be substituted for the wooden ones; the laminated armor ought to be replaced with single plates, as experiments have conclusively shown not only the enormously greater durability of the thick plate as regards corrosion, but, for equal masses of iron, its greater resistance to shot.

* * * * *

The machinery, constructed under contracts with private parties in 1863, and guaranteed to be completed in from ten to eighteen months, but only now just finished, four years after the date it should have been delivered, is being stored in the navy yards ready to be placed in the vessels for which it was designed whenever the department orders their construction. The ships can be built in a few months, but the machinery requires a much longer time, and enough should always be on hand for at least a dozen vessels. There is no more now in store than is prudent to have. The vessels that ought to be constructed during the next year would take all these spare engines.

During the past year the shops of this bureau in the navy yards of Kittery, Charlestown, Brooklyn, Philadelphia, and Mare island have been put in as efficient condition as the appropriations would allow, for the construction and repair of steam machinery. In those yards, with the present shops and tools, the department, in any emergency, could manufacture more steam machinery than it could obtain from all the private establishments in the country; and it could be manufactured at a greatly less cost and of a much superior quality, both as regards design and execution. In the event of war, the limited resources of the private shops would, for a considerable time, be absorbed in the fitting out of privateers, and any government work they might obtain would, notwithstanding the terms of the contracts, be postponed to the work of individuals, as during the late insurrection.

I cannot too strongly urge upon the department how desirable it is to at once commence the preparation of League Island for an immense naval workshop, in which the largest iron iron-clads and their machinery can be constructed from the pig metal. Such an establishment must be had. It will necessarily be of very slow growth, and there is no time to lose in beginning it. The location of League island combines in itself every advantage for the purpose; nature has signally adapted it, and requires but little aid from art.

The estimates for the next fiscal year will be found in the accompanying papers marked A, B, and C. These estimates are the lowest for which the necessary operations of the bureau can be performed on the basis of a service of 8,500 men, and include no provision for extraordinary contingences. Should such occur, an increased expenditure will be unavoidable.

All of which is respectfully submitted by, sir, your obedient servant,

B. F. ISHERWOOD,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

A.

Estimate of the amount required for the civil expenses of the Bureau of Steam Engineering for the fiscal year ending June 30, 1870, as per acts of July 5, 1862, July 23, 1866, and March 2, 1867.

For salary of chief clerk, (act of July 5, 1862, section 3).....	\$1,800
For salary of one third class clerk, (act of July 23, 1866, section 8).....	1,600
For salary of one second class clerk, (act of March 2, 1867)	1,400
For salary of one draughtsman, (act of July 5, 1862, section 3; and act of March 2, 1867)	1,800
For salary of one assistant draughtsman, (act of July 5, 1862).....	1,200
For salary of one messenger, (act of July 5, 1862, section 3; act of June 25, 1864, section 3; and act of July 23, 1866)	1,000
For salary of one laborer, (act of July 5, 1862, section 3; act of June 25, 1864, section 3; and act of July 23, 1866).....	720
For amount submitted as increase of salary of chief clerk.....	400
For contingent expenses	800
Total	10,720
Appropriated for the fiscal year ending June 30, 1869	<u><u>\$8,320</u></u>

B.

Estimate of the pay of civil officers under the cognizance of the Bureau of Steam Engineering at navy yards and stations for the fiscal year ending June 30, 1870.

PORTSMOUTH, N. H.

For salary of one draughtsman.....	\$1,600
For salary of clerk to chief engineer	1,400
For salary of store clerk.....	1,400
For salary of time clerk	1,200
	<u>5,600</u>

CHARLESTOWN, MASS.

For salary of one draughtsman.....	\$1,600
For salary of clerk to chief engineer	1,400
For salary of store clerk.....	1,400
For salary of time clerk	1,200
	<u>5,600</u>

BROOKLYN.

For salary of one draughtsman	\$1,600
For salary of clerk to chief engineer.....	1,400
For salary of store clerk.....	1,400
For salary of time clerk	1,200
	<u>5,600</u>

PHILADELPHIA.

For salary of one draughtsman	\$1,600
For salary of clerk to chief engineer	1,400
For salary of store clerk.....	1,400
For salary of time clerk	1,200
	<u>5,600</u>

WASHINGTON.

For salary of one draughtsman	\$1,600
For salary of clerk to chief engineer	1,400
For salary of store clerk.....	1,400
For salary of time clerk	1,200
For salary of master machinist.....	2,000
	<u>7,600</u>

NORFOLK.

For salary of one draughtsman	\$1,600
For salary of clerk to chief engineer	1,400
For salary of store clerk	1,400
For salary of time clerk	1,200
	<u>5,600</u>

PENSACOLA.

For salary of one draughtsman	\$1,600
For salary of clerk to chief engineer	1,400
For salary of store clerk	1,400
For salary of time clerk	1,200
	<u>5,600</u>

MARE ISLAND.

For salary of one draughtsman	\$1,600
For salary of clerk to chief engineer	1,400
For salary of store clerk	1,400
For salary of time clerk	1,200
	<u>5,600</u>

RECAPITULATION.

Civil officers at navy yard, Portsmouth, N. H	\$5,600
Charlestown	5,600
Brooklyn	5,600
Philadelphia	5,600
Washington	7,600
Norfolk	5,600
Pensacola	5,600
Mare island	5,600
	<u>46,800</u>
Appropriation for the fiscal year ending June 30, 1869	<u>\$24,000</u>

C.

Estimate of the amount required by the Bureau of Steam Engineering for the fiscal year ending June 30, 1870.

For repairs of machinery of steamers, boilers, instruments, tools, labor, transportation, materials, stores, &c.	\$1,205,000
For stores and materials for vessels of squadrons, necessarily purchased abroad, and for repairs of machinery of the vessels on foreign stations	100,000
	<u>1,305,000</u>

RECAPITULATION.

Heads.	Estimate of appropriation required for the fiscal year ending June 30, 1870.	Appropriations for the fiscal year ending June 30, 1869.
A.—Salaries and contingent expenses of the bureau—1869-70	\$10,720 00	\$8,320 00
B.—Pay of civil officers of navy yards for the fiscal year 1869-70	46,800 00	24,000 00
C.—Estimate of the amount required for the fiscal year 1869-70	1,305,000 00	650,000 00
Total	<u>1,362,520 00</u>	<u>682,320 00</u>

BUREAU OF PROVISIONS AND CLOTHING.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,
Washington, D. C., October 16, 1868.

SIR: I have the honor to submit the following estimates and statements, marked A to G, inclusive, in compliance with your order of July 28, 1868:

DECREASE OF STORES ON HAND.

In conformity to the legislation of the last Congress reducing the naval force, this bureau, under your direction, has been decreasing the supplies on hand, by sales at auction, as rapidly as was consistent with the interests of the government.

DEPOTS AT ST. PAUL DE LOANDO AND PANAMA.

The discontinuance of the depot at St. Paul de Loando having been rendered advisable by the diminution in the number of vessels visiting the coast of Africa, the necessary measures have been taken to effect this purpose. From the same cause it has become practicable to save the expense of a depot on shore at Panama, by transferring the stores to the permanent storeship now there, which will furnish ample facilities for supplying the present needs of the navy in that quarter.

SAILORS' CLOTHING.

While using due diligence to carry out every measure of economy, I earnestly recommend a more just and liberal system of supplying clothing to the sailors than that which has heretofore existed. From the early days of the navy it has been the practice to add ten per cent. to the contract price of clothing when issued to the men; and though this has not more than met the unavoidable losses from various causes, it seems to be an unfair addition to the absolutely necessary expenses of a class so ill-paid as are the sailors of our navy. Feeling confident that if the case was understood a more generous policy would be regarded by Congress as both just and judicious, I would state that while the soldier is gratuitously supplied by government with his clothing, the sailor is obliged to procure by purchase his own outfit of bedding and uniform clothing.

In order to secure the health and creditable appearance of the crews of national vessels, it has always been found necessary to prescribe, by regulation, the sailor's outfit, which comprises more than 20 articles, the aggregate cost of which, at present prices, is about \$85. This, when added to the usual cash allowance of from \$40 to \$60, according to the rating of the sailor, brings him largely in debt to the government. Most of the men commence their cruise with a debt of \$100 or more, which is to be deducted from their future wages; and this to sailors—a large majority of whom receive but from \$14 to \$20 a month—is both discouraging and demoralizing and gives great temptation to desertion.

Instead of an increase of wages, I would suggest that some portion of the needed articles be supplied gratuitously to the sailor.

PAY OF CLERKS AT NAVAL STATIONS.

The inadequacy of the pay of clerks to paymasters and inspectors in charge of provisions and clothing at naval stations bears heavily upon a

most deserving class of officers. Their duties are very arduous and they are often necessarily intrusted with large sums of money or with much valuable public property, yet their compensation is less than that of the clerks in all other departments of the navy yards, as well as of the master mechanics and the foremen employed in the same yards.

I earnestly recommend that the clerks in the pay department be placed on an equality with other clerks at naval stations as far as compensation is concerned.

COOPERAGE AT CHARLESTOWN.

I beg leave again to recommend the erection of a separate cooperage at the Charlestown navy yard, where it is needed for the greater safety of much valuable public property.

I am, sir, very respectfully, your obedient servant,

H. BRIDGE,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1870.

For the salary of one chief clerk.....	\$1,800 00
For the salary of one clerk of class four	1,800 00
For the salary of three clerks of class three	4,800 00
For the salary of six clerks of class two	8,400 00
For the salary of three clerks of class one.....	3,600 00
For the salary of one messenger	1,000 00
For the salary of one laborer (per act of Congress of July 23, 1866).....	720 00
	<hr/> 22,120 00

CONTINGENT.

For blank books, stationery, and miscellaneous items	1,200 00
	<hr/> 23,320 00
Appropriated for the fiscal year ending June 30, 1869.....	\$22,920 00
Asked to be appropriated for the fiscal year ending June 30, 1870	23,320 00
Increase asked	<hr/> 400 00

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

B.

Estimate from the Bureau of Provisions and Clothing for provisions for the navy for the fiscal year ending June 30, 1870.

One ration per day for 8,500 men would be, for the year, 3,102,500 rations, at 40 cents.....	\$1,241,000 00
One ration per day for 750 commissioned and warrant officers attached to vessels for sea service would be, for the year, 273,750 rations, at 40 cents	109,500 00
One ration per day for 750 officers and marines attached to vessels for sea service would be, for the year, 273,750 rations, at 40 cents.....	109,500 00

To be added for the commutation of the spirit ration for 10,000 officers, non-commissioned officers, men, and marines, for the year, at five cents per day, as per act of Congress July 14, 1862	\$182,500 00
For purchase of water for ships.....	30,000 00
Amount asked for the year ending June 30, 1870	1,672,500 00
Appropriated for the year ending June 30, 1869.....	1,500,000 00
Increase asked	172,500 00

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

C.

Estimate from the Bureau of Provisions and Clothing for contingent, for the fiscal year ending June 30, 1870.

For freight and transportation to foreign and home stations; for candles; for fuel; for interior alterations and fixtures in inspection buildings; for tools and repairing same at eight inspections; for special watchmen in eight inspections; for books and blanks; for stationery; for furniture and repairs of same in office of inspectors and paymasters; for telegrams, postage, express charges, tools, car tickets, and ferriages; for ice, and for incidental labor not chargeable to other appropriations.....	\$100,000 00
Amount appropriated for the fiscal year ending June 30, 1869	\$100,000 00
Asked to be appropriated for the fiscal year ending June 30, 1870.....	\$100,000 00

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

D.

Estimate of the pay of officers and others under the cognizance of the Bureau of Provisions and Clothing, at navy yards and stations, for the fiscal year ending June 30, 1870.

KITTERY.

NAVAL.

For clerk to paymaster (act of May 26, 1864)	\$1,000 00
For amount submitted as increase of salary of clerk	500 00

CIVIL.

For clerk to inspector of provisions and clothing (act of May 26, 1864)	1,000 00
For amount submitted as increase of salary of clerk.....	500 00
	3,000 00

CHARLESTOWN.

NAVAL.

For clerk to paymaster (act of May 26, 1864)	\$1,200 00
For amount submitted as increase of salary of clerk	300 00
For one writer at three dollars per day.....	939 00

CIVIL.

For clerk to inspector of provisions and clothing (act of May 26, 1864)	1,200 00
For amount submitted as increase of salary of clerk	300 00
For one writer	939 00
	4,878 00

BROOKLYN.

NAVAL.

For clerk to paymaster, (act of May 26, 1864).....	\$1,200 00
For amount submitted as increase of salary of clerk	300 00
For two writers, at \$939 each.....	1,878 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864).....	1,200 00
For amount submitted as increase of salary of clerk.....	300 00
For one assistant inspector	1,252 00
For amount submitted as increase of pay of assistant inspector.....	348 00
For two writers, at \$939 each.....	1,878 00
For one assistant superintendent of mills.....	939 00
	<u>9,295 00</u>

PHILADELPHIA.

NAVAL.

For clerk to paymaster, (act May 26, 1864).....	\$1,200 00
For amount submitted as increase of salary of clerk.....	300 00
For one writer	939 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864).....	1,200 00
For amount submitted as increase of salary of clerk.....	300 00
For paymaster's assistant at Naval Asylum.....	1,000 00
For amount submitted as increase of salary of paymaster's assistant at Naval Asylum	200 00
	<u>5,139 00</u>

WASHINGTON.

NAVAL.

For clerk to paymaster, (act of May 26, 1864).....	\$1,200 00
For amount submitted as increase of salary of clerk.....	300 00
For one writer	939 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864).....	1,000 00
For amount submitted as increase of salary of clerk	500 00
	<u>3,939 00</u>

GOSPORT.

NAVAL.

For clerk to paymaster, (act May 26, 1864)	\$1,000 00
For amount submitted as increase of salary of clerk.....	500 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864).....	1,000 00
For amount submitted as increase of salary of clerk.....	500 00
	<u>3,000 00</u>

PENSACOLA.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,000 00
For amount submitted as increase of salary of clerk	500 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1804).....	\$1,000 00
For amount submitted as increase of salary of clerk.....	500 00
	<u>3,000 00</u>

MARE ISLAND.

NAVAL.

For clerk to paymaster and inspector of provisions and clothing (act July 14, 1862)	\$1,500 00
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CIVIL.

For one writer	1,095 50
	<u>2,595 50</u>

MOUND CITY.

NAVAL.

For clerk to paymaster, (act of May 26, 1864).....	\$1,000 00
For amount submitted as increase of salary of clerk.....	500 00

CIVIL.

For one writer	939 60
	<u>2,439 00</u>

RECAPITULATION.

Kittery	\$3,000 00
Charlestown	4,878 00
Brooklyn	9,295 00
Philadelphia	5,139 00
Washington	3,939 00
Gosport	3,000 00
Pensacola	3,000 00
Mare island	2,595 50
Mound City	2,439 00
Total	<u>37,285 50</u>

H. BRIDGE, *Chief of Bureau.*NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

E.

Schedule of proposals for fresh beef and vegetables received by the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1868.

Name.	Date of advertisement.	Where to be delivered.	Beef.	Vegetables.
			<i>Per pound.</i>	<i>Per pound.</i>
L. S. Boraef *	Sept. 30, 1867	Philadelphia	.13	.04
John Stokell *	Oct. 1, 1867	Portsmouth, N. H.	.13	.02
Elihu Dennett	Oct. 1, 1867	do.	.14	.03
Henry L. Garrett	Oct. 1, 1867	do.	.14	.02
Kimberly Brothers*	Oct. 22, 1867	Norfolk, Va.	.133	.035
Bradford & Gary*	Jan. 6, 1868	Boston	.0872	.0075
C. and J. Flanders	Jan. 6, 1868	do.	.085	.02
F. H. Turner	Jan. 6, 1868	do.	.1175	.025
L. & J. Hanley*	Jan. 27, 1868	New York	.149	.039
J. J. Lyons	Jan. 27, 1868	do.	.15	.04
C. Desmond	Jan. 27, 1868	do.	.159	.048
J. M. & W. H. Evans	Jan. 27, 1868	do.	.1575	.0425
L. S. Boraef *	Feb. 21, 1868	Philadelphia	.13	.045
Varnell & Myers	Apr. 6, 1868	Washington	.145	.0425
John Rieff	Apr. 6, 1868	do.	.132	.0425
Varnell & Myers*	Apr. 20, 1868	do.	.1075	.03
John Rieff	Apr. 20, 1868	do.	.1205	.0049

* Bid accepted.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

F.

Schedule of proposals for stationery received at Washington under the advertisement of the Bureau of Provisions and Clothing dated December 18, 1867.

Name.	Residence.	Price.
T. C. Stokes	Philadelphia	\$7, 289 49
J. H. Bryson & Son	do	3, 632 87
Wm. H. Arthur & Co.	New York	3, 232 12
Woolworth & Graham	do	2, 831 26
Vankleeck, Clark & Co.	do	3, 548 81
Moss & Co	Philadelphia	3, 835 76
J. M. Whittemore	Boston	4, 220 80
Blanchard & Mohun*	Washington	2, 620 50
Philip & Solomons	do	3, 188 60

* Contract awarded.

ARTICLES.

65 cash books, 2 quires each, bound.	120 erasers.
65 letter books, 2 quires each, bound.	350 pieces India-rubber.
65 account current books, 1 quire each, ruled and bound.	200 dozen India-rubber bands.
400 blank books, 1 quire each, ruled and bound.	400 half-pint bottles black ink.
250 blank books, 2 quires, each, ruled and bound.	100 small bottles carmine ink.
150 dozen memorandum books, small.	75 inkstands, first quality.
150 reams foolscap paper.	175 inkstands, second quality.
100 reams letter paper.	200 gross assorted steel pens.
100 reams official note paper.	200 dozen pen handles.
150 quires envelope paper.	275 dozen black lead pencils.
1,500 sheets thick white blotting paper.	75 dozen red and blue lead pencils.
150 quires account current paper.	75 rolling rulers.
100 paper knives.	150 flat rulers.
150 penknives.	2,000 dozen official envelopes.
	2,000 dozen letter envelopes.
	250 dozen pieces red tape.
	400 small bottles mucilage.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

G.

Statement of contracts made by the Bureau of Provisions and Clothing for and in behalf of the Navy Department, during the fiscal year ending June 30, 1868.

Name.	Date.	Articles contracted for.	Price.	Where to be delivered.
William Mathews...	1867. July 19	10,000 pairs blue satinet trousers, per pair.	\$2 77	N. York and Boston.
Do.	July 19	10,000 blue flannel overshirts, at	2 55	Do.
Allin & McDonald ..	July 31	50,000 lbs. tobacco.....per pound	.665	New York.
Stephen H. Provost.	Sept. 19	200,000 lbs. pickles.....do....	.09	N. York and Boston.
L. & Boraaf.....	Oct. 16	50,000 lbs. fresh beef.....do....	.12	Philadelphia.
Do.	Oct. 16	50,000 lbs. fresh vegetables.....do....	.04	Do.
John Stokell.....	Oct. 23	50,000 lbs. fresh beef.....do....	.13	Portsmouth, N. H.
Do.	Oct. 23	50,000 lbs. fresh vegetables.....do....	.09	Do.
Kimberly Brothers..	Nov. 6	50,000 lbs. fresh beef.....do....	.135	Norfolk, Va.
Do.	Nov. 6	50,000 lbs. fresh vegetables.....do....	.035	Do.
Bradford & Gary...	1868. Jan. 20	50,000 lbs. fresh beef.....do....	.0672	Boston.
Do.	Jan. 20	50,000 lbs. fresh vegetables.....do....	.0075	Do.
Blanchard & Mohun.	Jan. 22	Stationery. (For list of articles see "Proposals for stationery.")	2,620 50	Washington.
L. & J. Hanley.....	Feb. 10	200,000 lbs. fresh beef.....per pound.	.149	New York.
Do.	Feb. 10	200,000 lbs. fresh vegetables.....do....	.089	Do.
L. & Boraaf.....	Mar. 9	50,000 lbs. fresh beef.....do....	.13	Philadelphia.
Do.	Mar. 9	50,000 lbs. fresh vegetables.....do....	.045	Do.
Varnell & Myers....	May 22	25,000 lbs. fresh beef.....do....	.1075	Washington.
Do.	May 22	25,000 lbs. fresh vegetables.....do....	.03	Do.

BUREAU OF MEDICINE AND SURGERY.

NAVY DEPARTMENT,
BUREAU OF MEDICINE AND SURGERY,
October 29, 1868.

SIR: In compliance with your directions of July 28th ultimo, I have the honor to submit the following report, together with estimates of the amount required for the Bureau of Medicine and Surgery for the fiscal year ending June 30, 1870.

The following tabular statements of sick, &c., are compiled from the reports of sick from the different naval stations within the United States, and from vessels on home and foreign stations, for the year ending December 31, 1867:

Statement of sick, compiled from reports of sick from the naval stations in the United States, and from vessels in commission on home and foreign stations, for the year ending December 31, 1867.

Hospitals.	Remaining sick December 31, 1867.	Admitted in 1867.	Discharged in 1867.	Died in 1867.	Total treated in 1867.	Remaining sick December 31, 1867.	Percentage of deaths to whole number of cases treated.
Chelsea.....	56	238	945	9	298	34	
New York.....	154	431	423	21	585	101	
Philadelphia.....	19	139	112	14	158	32	
Annapolis.....	49	1,459	1,496	11	1,508	11	
Washington.....	30	170	162	8	269	39	
Norfolk.....	27	219	209	5	246	32	
Pennacola.....	43	205	219	22	248	7	
Total.....	367	2,855	2,896	90	3,242	256	.0277

Statement of sick, &c.—Continued.

Receiving ships.	Average number on board during the year 1867.	Remaining sick December 31, 1866.	Admitted in 1867.	Discharged in 1867.	Died in 1867.	Total treated in 1867.	Remaining sick December 31, 1867.	Percentage of deaths to whole number of cases treated.
Portsmouth, N. H.	201	4	270	268	1	274	5	
Boston	524	16	434	432	1	450	17	
New York	832	16	352	351	2	368	15	
Philadelphia	441	6	278	243	34	284	7	
Baltimore	126	7	152	165	1	166		
Norfolk	285	7	363	359	1	370	10	
Pensacola	137	3	70	73		73		
Mound City, Ill.	25	10	75	74	7	85	4	
Mare Island, Cal.	47	1	15	15		16	1	
Total	2,620	70	2,016	1,980	47	2,086	59	.022

Statement of sick, &c.—Continued.

Navy yards, &c.	Remaining sick December 31, 1866.	Admitted in 1867.	Discharged in 1867.	Died in 1867.	Total treated in 1867.	Remaining sick December 31, 1867.	Percentage of deaths to whole number of cases treated.
Portsmouth, N. H.	16	395	395	3	411	13	
Boston	6	340	341		346	5	
New York	11	474	470		485	15	
Philadelphia	5	206	206	1	211	4	
Washington	13	637	637	2	650	11	
Norfolk	8	309	304	1	317	12	
Mound City, Ill.	1	351	346	1	352	5	
Mare Island, Cal.	20	121	118	5	141	18	
Naval Observatory	3	54	52		57	5	
Bay Point, S. C.		23	23	1	23		
Pensacola		199	194	3	199	9	
Total	83	3,109	3,085	17	3,199	90	.0055

Summary of vessels in commission at sea, 1867.

Average number on board during the year 1867.....	10,862
Remaining sick, December 31, 1866.....	399
Admitted in 1867.....	11,832
Discharged in 1867.....	11,730
Died in 1867.....	206
Total treated in 1867.....	12,231
Remaining sick, December 31, 1867.....	295
Percentage of cases to number of persons on board.....	1.12
Percentage of deaths to number of persons on board.....	.018
Percentage of deaths to number of cases treated.....	.016

RECAPITULATION.

	Aggregate number of officers and men on board vessels in 1867.	Remaining sick December 31, 1866.	Admitted in 1867.	Discharged in 1867.	Died in 1867.	Total treated in 1867.	Remaining sick December 31, 1867.	Proportion of cases to number of persons on board.	Proportion of deaths to whole number of persons on board vessels.	Percentage of deaths to whole number of persons treated.
Hospitals	387	2,855	2,896	90	3,942	256	.....	.....	.0277	
Navy yards, &c.	83	3,109	3,085	17	3,199	90	.....	.....	.0055	
Receiving ships	2,630	70	2,016	1,980	47	2,066	59	1.21	.017	.023
Vessels in commission at sea	10,869	399	11,832	11,730	306	12,231	295	1.19	.018	.016
Total	13,482	939	19,812	19,691	360	20,751	700	1.53	.026	.017

At the close of the year 1866 there remained under treatment 939 cases; during the year 1867 there occurred 19,812 cases of disease, injury, &c., making a total of 20,751 cases treated during the year, of which number 360 died, 19,691 were returned to duty or discharged the service, leaving 700 cases under treatment at the end of the year 1867.

The average strength of the navy (officers, seamen, marines, engineer service and coast survey included) for the year 1867, as nearly as can be ascertained, was about 13,482.

The proportion of cases admitted to the whole number of persons in the service was about 1.53; or each person was on the sick list 1 53-100 times during the year. The proportion of deaths to the whole number in the service was .026, and the percentage of deaths to the whole number of cases is .017, or less than two per cent.

The total number of deaths from all causes reported at the Navy Department from October 1, 1867, to September 30, 1868, is 315.

Tables showing complement, rate of mortality, &c., on board of 1st, 2d, 3d, and 4th rate vessels in different squadrons during the year 1867.

Squadron.	Vessel.	Rate.	Complement.	Number of deaths.	Daily average sick list.
North Atlantic squadron	Susquehanna	First	342	9	8
	De Soto	Second	178	2	3
	Mahaaka	Third	139	28*	3
	Saco	Fourth	103	2	3
South Atlantic squadron	Guerriere	First	434	3	16
	Pawnee	Second	272	2	5
	Shamokin	Third	140	2	4
	Huron	Fourth	92	2	2
European squadron	Franklin	First	721	1	11
	Canandaigua	Second	200	.....	4
	Swatara	Third	168	.....	4
	Frolic	Fourth	113	1	2
North Pacific squadron	Pennacola	Second	296	.....	8
	Oaklee	Second	207	.....	9
	Resaca	Third	143	19*	8
	Saginaw	Fourth	58	.....	1
South Pacific squadron	Powhatan	First	364	4	8
	Waterloo	Third	160	2	6
	Dacotah	Third	179	3	6
	Nysack	Fourth	127	.....	3
Asiatic squadron	Hartford	Second	373	8	24
	Shenandoah	Second	229	2	7
	Oneida	Third	172	.....	1
	Supply	Fourth	100	2	4

* The large number of deaths reported, owing to epidemic of yellow fever on board.

Summary of prevalent forms of disease on home and foreign service for the year ending December 31, 1867.

Squadron.	Aggregate number of men.	Febrile disease.		Diseases of digestive system.		Diseases of respiratory system.		Diseases of circulatory system.		Diseases of brain & nervous system.		Diseases of cutaneous and cellular system.	
		Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.
North Atlantic.....	2,571	1,708	80	483	3	976	13	29	.....	105	.....	284	.....
South Atlantic.....	1,947	1,110	1	191	3	144	5	18	1	50	.....	187	.....
European.....	1,502	133	.....	170	1	131	.....	11	1	36	.....	167	.....
North Pacific.....	1,794	283	41	207	2	160	.....	13	.....	60	3	217	.....
South Pacific.....	1,007	101	.....	111	1	78	3	11	.....	34	.....	106	.....
Adantic.....	1,397	255	2	579	2	157	3	16	1	75	1	284	.....
Special service.....	1,669	58	1	181	.....	96	2	3	.....	22	.....	79	.....
School and practice ships.....	931	138	.....	141	1	130	.....	4	.....	30	.....	119	.....
Coast Survey.....	44	13	3	1	.....	1	.....	.....	.....	1	.....	3	.....
Total.....	10,863	2,808	130	2,064	13	1,173	27	105	5	413	7	1,466	.....

Summary of prevalent forms of disease on home and foreign service, &c.—Continued.

Squadron.	Aggregate number of men.	Diseases of fibrous, osseous, and muscular system.		Diseases of serous and absorbent system.		Diseases of genito-urinary organs.		Malignant diseases.		Diseases of the eye and ear.		Wounds and injuries.		Total.	
		Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.
North Atlantic.....	2,571	150	.....	3	.....	209	.....	38	.....	37	.....	305	4	2,637	100
South Atlantic.....	1,947	96	.....	.....	.....	104	.....	14	.....	32	.....	231	4	1,179	14
European.....	1,502	103	.....	2	.....	223	.....	15	.....	35	.....	189	3	1,314	8
North Pacific.....	1,794	147	.....	6	.....	146	.....	29	1	44	1	228	.....	1,550	50
South Pacific.....	1,007	74	.....	1	.....	131	.....	18	.....	17	.....	127	4	1,799	12
Adantic.....	1,397	149	.....	3	.....	329	.....	43	.....	39	.....	236	1	2,204	13
Special service.....	1,669	78	.....	9	.....	85	.....	16	.....	17	.....	177	2	881	6
School and practice ships.....	931	53	.....	1	.....	54	.....	23	.....	26	.....	130	.....	96	.....
Coast Survey.....	44	5	.....	.....	.....	2	.....	.....	.....	.....	.....	1	.....	.....	3
Total.....	10,863	859	2	25	2	1,308	.....	195	1	247	1	1,374	18	12,331	206

The foregoing tabular statements are based upon the reports of sick from all naval stations and vessels during the year.

Reports of 117 vessels, with an aggregate of 13,482 officers and men, are on file in this office for the year 1867.

INSANE OF THE NAVY.

On the 30th of September, 1867, there remained under treatment in the government asylum for the insane near this city:

5 officers, 1 petty officer, 3 marines, 4 seamen, 3 landsmen, and 2 beneficiaries..... 18

During the year ending September 30, 1868, there were admitted:

4 officers, 4 seamen, 1 landsman, 1 marine, and 1 late seaman 11

Total number under treatment during the year..... 29

The discharges in the course of the year were:

By recovery, 1 officer, 2 seamen, 1 marine..... 4

By improvement, 1 seaman..... 1

By death, 2 officers, 1 petty officer, 1 beneficiary..... 4

Total..... 9

Leaving in the institution on the 30th September, 1868:

6 officers, 5 seamen, 4 landsmen, 3 marines, 1 beneficiary, and 1 late seaman..... 20

NAVAL HOSPITAL FUND.

Naval hospitals are supplied exclusively from this fund, which is maintained by a monthly deduction of twenty (20) cents from the pay of officers, seamen, and marines, the transfer of the pensions of such persons as commute their pensions for support in the Naval Asylum, and of the cost price of the rations of sick subsisted in hospitals. Its condition is represented as follows:

Balance on hand October 1, 1867.....	\$397,726 77
Transferred to the fund by the Fourth Auditor, in settlement of accounts, &c., from October 1, 1867, to October 1, 1868.....	113,209 51
Transferred to the fund on account of supplies from the naval laboratory to vessels and navy yards, from October 1, 1867, to October 1, 1868.....	20,814 69
	<hr/> 531,750 97
Deduct amount expended from October 1, 1867, to October 1, 1868	97,249 99
	<hr/> 434,500 98

NAVAL HOSPITALS.

Portsmouth, New Hampshire.—The quarters are ample for the accommodation of the sick of the station, but a small building is much needed in which to keep medicines and hospital stores required in the medical department of the yard, and for distribution to vessels arriving at this place. It is estimated that the cost of such a building would be about five hundred dollars (\$500.)

Chelsea, Massachusetts.—Since last year's report, an excellent road, with paved drains and plank pathway, has been made from the gateway to the hospital; the cemetery is being properly laid out; a barn has been built for the accommodation of the cattle of the place and for the stowing of farm produce. About five hundred feet of fence has been made, where necessary, to enclose grounds, confine cattle, &c.; about 1,200 young trees and shrubs have been added to the nursery, and will be used to ornament the cemetery and grounds generally.

The farm has produced about eighteen (18) tons of hay, eight (8) tons of other fodder, fifty (50) bushels of corn, five hundred (500) bushels of potatoes, and a sufficient quantity of the ordinary garden vegetables for the use of the place.

The labor and cost of reclaiming land so long neglected, and consequently so exhausted, have been considerable, but it is confidently expected that the crops will hereafter be sufficient to supply the wants of the place, pay the necessary farm expenses, and leave a considerable balance.

For making and repairing roads, drains, and ditches, improvement of cemetery, improvement and cultivation of farm and grounds, repairing fences; plumber's, mason's, and carpenter's work, there will be required \$6,500.

New York.—The removal of the wooden appendage at the rear of this hospital, which was accomplished during the month of November, 1867, involved a good deal of grading, paving, and plumber's work; leaving, however, much more still to be done.

All the hospital furniture has been put in complete repair.

The carpets on the lower floor, which had been reduced to mere rags by long service, have been replaced by new ones throughout, and some new oil-cloths have been furnished.

A very large amount of carpenter's and painter's work has been accomplished by the mechanics of the establishment, at the cost of the materials only.

Numerous repairs of vital necessity have been accomplished in the ventilating, heating, and cooking apparatus; such as the renewal of grate bars, furnace doors, tubes, couplings, traps, &c., &c.

Mosquito-bars have been provided for the patients' beds, the various articles of bedding have been renewed or kept in repair, and all the old iron bedsteads have been restored to good condition.

The roof of the hospital and its sky-lights, which had long been very leaky and out of repair, have been thoroughly overhauled, as also the roof of the chapel—the whole being covered with two coats of gutta-percha paint.

The various iron railings and balconies have been repainted.

The products of the land around the hospital will, when thoroughly brought under cultivation, supply all the vegetables required in the institution: as it is, the amount actually yielded since my last report, and exclusive of considerable crops still in the ground, reaches the sum of \$2,796 08.

For current repairs of building and furniture, steam boilers and engines, walls, roads, fences, stables, wagon-house and sheds, there will be required \$10,000.

Philadelphia, Pa.—This establishment was opened for the reception of patients on the 1st of July last.

The building has been sufficiently furnished to answer our present necessities.

The roads around the hospital are now being laid out, and a proper stable is in the process of erection.

To complete the fence around the establishment, and for current repairs of all kinds, there will be required \$10,000.

Naval Academy, Annapolis, Md.—I again call your attention to the insufficient accommodations for the sick at this establishment, and beg to urge that an appropriation be asked wherewith to erect a suitable hospital to answer the necessities of the institution.

Washington, D. C.—The supply of water under the existing arrangement having been found inadequate to meet the daily necessities of the hospital, two large tanks, containing 1,000 gallons each, have been built in the attic of the building, and the necessary attachments made, to insure an abundant supply of water.

It has been found necessary to remove the water-closets, and replace them by others of a more simple character, less liable to get out of order and better adapted for the uses of a public institution.

Norfolk, Va.—During the past year the pest house has been raised two feet from the ground and substantially underpinned; the steps and doorways have been supplied with brick and stone foundations.

Roof-scuttles have been cut from the back part of each wing, so as to give additional means of access to the roof in case of fire.

The sewer near the surgeon's quarters has been substantially repaired; the cesspool in the south garden has been supplied with a terra-cotta drain to the river, outside of high-water mark; the water pipes in the attic have been protected from freezing by being boxed in sand, and some necessary stop-cocks introduced.

A new wharf and boat house have been built to replace the decayed wooden structures. This work was done by contract, which was awarded to the lowest bidders, Messrs. Evans & Teemyer, for the sum of \$8,490.

A road direct to the gate-house has been opened and other roads through the grove repaired. A nursery of ornamental trees has been started. About 2,000 feet of superficial drains have been made in the grove to drain marshy basins and flat surfaces.

Hay sufficient to supply the cattle for the year has been produced. A large quantity of vegetables and fruits have been raised for the use of the establishment.

About two hundred (200) shade and ornamental trees have been planted in the lawn and along the road leading to Portsmouth.

To repair roof, fences, bridges, protect sea-wall from action of the sea during storms, painting wards and pest house, glazing, dispensary and hospital furniture, &c., there will be required \$7,500.

Pensacola, Florida.—The chapel and temporary buildings attached thereto continue to be used for hospital purposes, and answer all the necessities of the station.

Mare island, California.—The civil engineer who was instructed to execute the necessary plans, elevations, and specifications of material and workmanship for erecting a hospital at this place, after consuming eleven months in carrying out the directions of the department, submitted estimates so far in excess of the appropriation of Congress that it was

found necessary to employ a professional architect to furnish all the designs and working plans, with printed descriptions and specifications. Mr. John McArthur, jr., has been selected for the purpose. His work will soon be completed, when measures will be at once taken to commence the erection of the building.

For furnishing the building, when completed, and for other necessary and incidental expenses, there will be required \$10,000.

NAVAL LABORATORY, NEW YORK.

For current repairs of this establishment and appendages, purchase and repairs of machinery, furniture, &c., there will be required \$2,000.

The unexpended balances of the appropriations for "surgeon's necessities and appliances," and for "contingent," are deemed sufficient for the probable wants of the navy for the next fiscal year; no additional appropriations under these heads are therefore necessary.

Very respectfully, your obedient servant,

P. J. HORWITZ,
Chief of Bureau.

HON. GIDEON WELLES,
Secretary of the Navy.

A.

Estimate of appropriations under the cognizance of the Bureau of Medicine and Surgery for the support of said bureau, required for the service of the fiscal year ending June 30, 1870.

For salary of chief of bureau, per act of July 5, 1862, Statutes at Large, 2d session, 37th Congress, section 2, page 510.....	\$3,500 00	
For salary of one clerk, per act July 23, 1866.....	1,800 00	
For salary of one clerk, per act July 23, 1866.....	1,800 00	
For salary of messenger, per act of June 25, 1864, Statutes at Large, page 160, 1st session, 38th Congress	1,000 00	
For salary of laborer, per act of June 25, 1864, Statutes at Large, page 160, 1st session, 38th Congress	720 00	
	8,620 00	\$8,620 00
CONTINGENT EXPENSES.		
Blanks, stationery, and miscellaneous items	800 00	400 00
Total	9,420 00	9,020 00

B.

Estimate of the pay of employes at naval hospitals and dispensaries of navy yards, for the fiscal year ending June 30, 1870, included in the appropriation civil establishment Bureau of Medicine and Surgery.

HOSPITALS.

BOSTON, MASS.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	450
1 carpenter.....	300
1 chief cook.....	240
2 cooks, \$168 each.....	336

REPORT OF THE SECRETARY OF THE NAVY.

145

1 engineer.....	\$600
1 farmer.....	480
2 firemen, \$360 each.....	720
1 gardener.....	300
4 laborers, \$240 each.....	960
3 washers, \$168 each.....	504
1 messenger.....	240
3 nurses, \$240 each.....	720
1 painter and glazier.....	360
1 gate-keeper.....	300
3 watchmen, \$360 each.....	1,080
Total.....	8,430

NEW YORK.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	480
1 carpenter.....	600
1 chief cook.....	240
2 cooks, \$168 each.....	336
1 engineer.....	730
3 firemen, \$360 each.....	1,080
1 gardener and farmer.....	480
6 laborers, \$240 each.....	1,440
4 laundresses and chambermaids, \$144 each.....	576
1 messenger.....	240
6 nurses, \$240 each.....	1,440
1 painter and glazier.....	360
1 porter, (main entrance gate-keeper).....	360
1 porter, (rear gate-keeper).....	240
1 watchman for general police duties.....	420
2 watchmen, \$300 each.....	600
1 ambulance driver and stable keeper.....	360
Total.....	10,732

NAVAL LABORATORY—NEW YORK.

1 manufacturer.....	\$800
1 chief packer.....	800
1 assistant packer.....	300
1 engineer.....	800
1 fireman.....	350
1 clerk.....	800
1 shipping porter.....	500
Total.....	4,350

PHILADELPHIA, PA.

1 apothecary, first class.....	\$750
1 apothecary, third class.....	360
1 carpenter.....	360
1 chief cook.....	240
1 assistant cook.....	168
1 engineer.....	600
2 firemen, \$360 each.....	720
1 gardener.....	300
3 laborers, \$240 each.....	720
3 washers, \$168 each.....	504
1 messenger.....	240
3 nurses, \$240 each.....	720
3 watchmen, \$360 each.....	1,080
Total.....	6,762

ANNAPOLIS, MD.

2 apothecaries, first class, \$750 each.....	\$1,500
2 nurses, \$180 each.....	360
1 messenger.....	240
1 laborer.....	150
1 washer.....	108
1 cook.....	150
Total.....	<u>2,508</u>

WASHINGTON, D. C.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	480
1 watchman for general police duties.....	420
3 nurses, \$240 each.....	720
2 cooks, \$168 each.....	336
2 laborers, \$144 each.....	288
1 messenger.....	144
3 washers, \$144 each.....	432
1 watchman.....	300
1 engineer.....	480
1 fireman.....	360
Total.....	<u>4,710</u>

NORFOLK, VA.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	360
1 engineer.....	720
1 carpenter.....	600
1 gardener.....	480
1 chief cook.....	300
1 assistant cook.....	240
2 mess-room attendants, \$168 each.....	336
1 messenger.....	168
2 head nurses, \$240 each.....	480
2 assistant nurses, \$168 each.....	336
2 laundresses, \$144 each.....	288
4 boatmen, \$168 each.....	672
4 laborers, \$192 each.....	768
2 watchmen, \$300 each.....	600
Total.....	<u>7,098</u>

PENSACOLA, FLA.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	480
4 nurses, \$264 each.....	1,056
4 assistant nurses, \$216 each.....	864
1 cook.....	240
1 assistant cook.....	216
1 watchman.....	216
2 mess-room attendants, \$168 each.....	336
2 washers, \$180 each.....	360
1 messenger.....	144
3 laborers, \$144 each.....	432
Total.....	<u>5,094</u>

NAVY YARDS.

PORTSMOUTH, N. H.

1 apothecary, first class.....	\$750
1 nurse.....	180
1 laborer.....	180
1 cook.....	180
Total.....	<u>1,290</u>

REPORT OF THE SECRETARY OF THE NAVY.

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BOSTON, MASS.

1 apothecary, first class.....	\$750
1 laborer, \$2 per day.....	730
Total.....	<u>1,480</u>

NEW YORK.

1 apothecary, first class.....	\$750
1 laborer, \$2 per day.....	730
Total.....	<u>1,480</u>

PHILADELPHIA, PA.

1 apothecary, first class.....	\$750
1 laborer, \$2 per day.....	730
Total.....	<u>1,480</u>

WASHINGTON, D. C.

1 apothecary, first class.....	\$750
1 laborer, \$2 per day.....	730
Total.....	<u>1,480</u>

NORFOLK, VA.

1 apothecary, first class.....	\$750
1 laborer, \$2 per day.....	730
Total.....	<u>1,480</u>

MARE ISLAND, CAL.

1 apothecary, first class.....	\$1,000
1 cook.....	540
1 cook.....	480
4 nurses, \$480 each.....	1,920
4 washers, \$480 each.....	1,920
2 laborers, \$360 each.....	720
1 watchman.....	360
2 mess-room attendants, \$216 each.....	432
Total.....	<u>7,372</u>

NAVAL STATION—MOUND CITY, ILL.

1 apothecary, first class.....	\$750
1 laborer, \$2 per day.....	730
Total.....	<u>1,480</u>

C.

For necessary repairs of naval laboratory, naval hospitals and appendages, including roads, wharves, walls, out-houses, carpenter shop, steam heating apparatus, laundry, plumbers' and masons' work, sidewalks, fences, gardens, farms, painting, glazing, &c., &c.....	<u>\$46,000</u>
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RECAPITULATION OF ESTIMATES.

For support of the Bureau of Medicine and Surgery, (schedule A).....	\$9,420
For pay of employes of hospitals and dispensaries of navy yards, (schedule B) ..	67,226
For necessary repairs of hospitals, &c., (schedule C).....	46,000
Total.....	<u>122,626</u>

P. J. HORWITZ, *Chief of Bureau.*

MARINE CORPS.

HEADQUARTERS MARINE CORPS,
Washington, October 19, 1868.

SIR: I have the honor to report that I have recently made the usual annual inspection of the principal marine stations, and it gives me pleasure to state that I found the troops in the best possible condition of efficiency and discipline, and the barracks and public property under their charge well cared for, and in admirable order. The appearance, drill, good conduct, and military bearing of the men are everything that could be desired, and reflect great credit upon their commanding officers, as well as upon the men themselves.

It has been my constant effort to perfect the discipline and efficiency of the corps, and to render it inferior to no other branch of the public service in its usefulness to the country as a part of the navy.

In this effort I have been zealously sustained by the commanding officers of the several stations, and I am happy to add that their various duties have been so performed as to meet the approbation of the naval officers in command.

The general return of the marine corps shows that, on the 1st instant, there were 1,020 rank and file on board of vessels in commission, and 1,674 at the several stations on shore.

Since my last annual report the number of enlisted men has been reduced about 900 by discharge, leaving the strength of the corps at the present time about 400 below the standard fixed by the act approved July 25, 1861, and by the close of the present month the number will be still further reduced to the complement to be kept in service during the next fiscal year.

The estimates submitted by the disbursing officers of the staff have been prepared with a view to the strictest economy, and nothing has been asked for that will not be absolutely required for the support of the corps.

These estimates show a total reduction from the amount of those presented last year of \$440,210.

While fully recognizing the necessity of a curtailment of all public expenditures, I cannot but feel it my duty to renew the recommendation so often made for an appropriation to rebuild the barracks at this station.

These quarters were erected in the year 1800, and are consequently about the oldest structures now in this city, and are doubtless the oldest barracks in the country.

They were originally very imperfectly built, and of very inferior material; they are now rapidly crumbling to decay, and becoming so dilapidated, that it will be utterly impossible for the troops to occupy them much longer.

When it is considered that the headquarters of the corps is the principal marine station, the only school of instruction for the officers and recruits entering the service, and that consequently a pretty large force of men should at all times be stationed here, I feel assured Congress would not regard an appropriation to reconstruct these barracks as an

unnecessary expenditure, even at the present time, when the utmost economy is demanded.

I trust, therefore, the department may not deem it inconsistent with its views of retrenchment to recommend the desired appropriation.

I would also suggest that a small appropriation be made to enlarge the places of confinement at the barracks of the principal northern stations. When constructed these places of confinement were intended for the uses of the marine corps alone, but the department having directed them to be used also for the confinement of sailors sentenced by naval courts-martial to solitary confinement, it has been found there is not a sufficient number of cells at some of the stations to admit of solitary confinement, and, in some instances, two men have to be placed in the same apartment, thus failing to carry into full effect the sentence of the court.

I transmit with this report a general return of the corps, showing the distribution of the officers and men on the 1st instant.

I am, sir, very respectfully, your obedient servant,

J. ZEILIN,

Brigadier General and Commandant.

Hon. GIDEON WELLES,

Secretary of the Navy.

HEADQUARTERS MARINE CORPS,

Paymaster's Office, September 17, 1868.

SIR: I enclose herewith estimates for pay and subsistence of officers, and pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps for the fiscal year ending June 30, 1870.

In consequence of the reduction of the number of enlisted men, directed by the honorable Secretary of the Navy, these estimates are two hundred and seventy-four thousand four hundred and thirty-two dollars (\$274,432) less in amount than those submitted last year.

I am, very respectfully, your obedient servant,

J. C. CASH,

Paymaster Marine Corps.

Brigadier General JACOB ZEILIN,

Commandant United States Marine Corps, Headquarters.

Detail estimate of pay and subsistence of officers, and pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps from July 1, 1869, to June 30, 1870.

Rank and grade.	Number.	Pay per month.	Pay.		Subsistence.		Aggregate.
			No. of servants at \$31.50 per month.	Total.	No. of rations, at 30 cents per ration.	Total.	
Brigadier general commandant	1	\$124	3	\$2,622 00	24	\$2,622 00	\$5,250 00
Colonel	1	110	2	2,076 00	6	657 00	2,733 00
Colonel, retired	1	110		1,320 00	4	436 03	1,756 00
Lieutenant colonel	2	95	2	3,792 00	5	1,095 00	4,887 00
Lieutenant colonel, retired	2	95		2,280 00	4	876 00	3,156 00
Major	4	80	2	6,864 00	4	1,752 00	8,616 00
Major, retired	2	80		1,920 00	4	876 00	2,796 00
Adjutant and inspector, paymaster and quartermaster	3	80	2	5,148 00	4	1,314 00	6,462 00
Assistant quartermaster	2	70	1	2,436 00	4	876 00	3,312 00
Captain	20	70	1	24,360 00	4	8,760 00	33,120 00
Captain, retired	1	60		720 00			720 00
First lieutenant	30	50	1	29,340 00	4	13,140 00	42,480 00
Second lieutenant	30	45	1	27,540 00	4	13,140 00	40,680 00
Second lieutenant, retired	1	45		540 00	4	436 00	976 00
Sergeant major	1	30		360 00			360 00
Quartermaster sergeant and drum major	2	24		576 00			576 00
Leader of the band	1	75		900 00			900 00
Orderly sergeant	50	26		15,600 00			15,600 00
Sergeant, 1st enlistment	70	20		16,800 00			16,800 00
Sergeant, 2d enlistment	70	22		18,480 00			18,480 00
Corporal, 1st enlistment	90	18		19,440 00			19,440 00
Corporal, 2d enlistment	90	20		21,600 00			21,600 00
Musicians of the band	30			9,492 00			9,492 00
Drummers and fifers	96	16		18,432 00			18,432 00
Private, 1st enlistment	1,500	16		288,000 00			288,000 00
Private, 2d enlistment	500	18		108,000 00			108,000 00
Clerks to brigadier general commandant, adjutant and inspector, paymaster and quartermaster	9			12,599 64			12,599 64
Messenger at headquarters	1			971 28			971 28
Clerk and messenger in assistant quartermaster's office, Philadelphia	2			1,576 25			1,576 25
Hospital steward	1			750 00			750 00
Additional rations to officers for five years' service					160	17,520 00	17,520 00
Undrawn clothing						23,000 00	23,000 00
Total				644,535 17		88,510 00	733,045 17

Respectfully submitted:

J. C. CASH, *Paymaster Marine Corps.*

HEADQUARTERS MARINE CORPS,
Paymaster's Office, September 17, 1868.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, September 9, 1868.

SIR: I have the honor to transmit herewith triplicate estimates for the support of the quartermaster's department United States marine corps for one year, from 1st July, 1869, to 30th June, 1870, amounting in the aggregate to \$441,722 60.

These estimates are based upon 2,500 men as the strength of the corps, and have been prepared with strict reference to the actual wants of the service for that number of men.

They are less than the estimates submitted last year by \$165,778 28, the amounts under each head of appropriation being less than last year,

except for fuel, \$20,000 having been deducted last year from the amount required for fuel, based upon a supposed surplus to the credit of that appropriation at the close of the fiscal year ending 30th June, 1868.

I also transmit triplicate abstracts of offers received for rations, supplies, and fuel to the marine corps during the fiscal year ending 30th June, 1869.

I am, very respectfully, your obedient servant,

W. B. SLACK,
Quartermaster Marine Corps.

Brigadier General JACOB ZEILIN,
Commandant Marine Corps, Headquarters, Washington, D. C.

Estimate of the expenses of the quartermaster's department of the marine corps for one year from July 1, 1869, to June 30, 1870.

There will be required for the support of the quartermaster's department of the marine corps, for one year commencing on the 1st of July, 1869, in addition to the balances then remaining on hand, the sum of \$441,722 60.

For provisions	\$156,672 60
For clothing	129,425 00
For fuel	26,625 00
For military stores, viz: Pay of mechanics, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments.....	12,000 00
For transportation of officers, their servants, troops, and for expenses of recruiting	22,000 00
For repair of barracks, and rent of offices where there are no public buildings.	15,000 00
For contingencies, viz: Freight, ferriage, toll, cartage, wharfage, purchase and repair of boats, compensation to judges advocate, per diem for attending courts-martial, courts of inquiry, and for constant labor, house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, telegraphing, apprehension of deserters, oil, candles, gas, repair of gas and water fixtures, water rent, forage, straw, barrack furniture, furniture for officers' quarters, bed sacks, wrapping paper, oil cloth, crash, rope, twine, spades, shovels, axes, picks, carpenters' tools, keep of a horse for the messenger, repairs to fire engine, purchase and repair of engine hose, purchase of lumber for benches, mess tables, bunks, &c., repairs to public carryall, purchase and repair of harness, purchase and repair of hand carts and wheelbarrows, scavenging, purchase and repair of galleys, cooking stoves, ranges, &c., stoves where there are no grates, gravel, &c., for parade grounds, repair of pumps, furniture for staff and commanding officers' offices, brushes, brooms, buckets, paving, and for other purposes.....	80,000 00
Total.....	441,722 60

Respectfully submitted:

W. B. SLACK,
Quartermaster Marine Corps.

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Total.	Rations at 28 cts. per day.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen	1,500	33	1 533	1	\$156,672 60

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$46 55 per annum, actual cost per contract 1868-'69.....	2,500	\$116,375
1,250 watch coats, at \$10 44 each		13,050
Amount required.....		129,425

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
For brigadier general commanding	1	33	....	33	....
For colonels	2	33	....	66	....
For lieutenant colonels	4	29	4	118	....
For majors	6	29	4	177	....
For staff majors	3	29	4	88	4
For staff captains	2	24	6	49	4
For captains	12	24	6	297	....
For first and second lieutenants	30	16	4	495	....
For non-commissioned officers, musicians, privates, washerwomen, and servants	1,640	1	4	2,460	....
For hospital, headquarters	1	33	....	33	....
For hospitals at other posts	5	16	4	82	4
For armory	1	30	....	30	....
For mess-rooms for officers	7	3	4	24	4
For offices, commandant and staff and commanding officers at posts	15	7	....	105	....
For officers of day's rooms	7	3	4	24	4
For guard rooms at barracks and navy yards	9	21	....	189	....
For stores for clothing and other supplies	3	5	....	15	....
For one-fourth additional on 600 cords, quantity supposed to be required in latitude north 39°				150	....
Amounting to				4,437	4
Which at \$6 per cord is					\$26,625

Abstract of offers received for furnishing rations, supplies, and fuel to the United States marine corps, under the cognizance of the quartermaster's department.

Bidder for rations under advertise- ment dated April 10, 1862.	Stations to be supplied.							
	Portsmouth, N. H., per 100 rations.	Charlestown, Mass., per 100 rations.	Brooklyn, N. Y., per 100 rations.	Philadelphia, Penn., per 100 rations.	Washington, D. C., per 100 rations.	Gosport, Va., per 100 rations.	Mound City, Ill., per 100 rations.	Pensacola, Fla., per 100 rations.
W. A. Barnes.....					\$24 90			
H. E. Kimberly.....	\$26 60	\$28 74	\$25 60	\$25 64	24 98	\$25 49*		
A. Gaddis, jr. & Co.					23 93			
Hall & Hume.....					24 75			
Kimberly Brothers.....					26 00			
Do.....						25 95		
Harry N. Hall.....						25 93		
Alex. Convery.....	25 30	25 11	23 53	23 93	25 75			
Peter Higgins.....		25 00*						
Samuel Reckless.....			24 25	24 20	24 80			
Samuel J. Gerrish.....	27 75	28 25	26 00	23 85*		31 50	33 00	
N. F. Mathes.....	25 21*	27 00	25 50	24 40	24 75	29 00	29 49*	35 50*
John C. Gilbert.....	28 50	27 75	23 45*	24 73	23 83*	27 40		
John Ingraham.....	28 00	27 20	25 45	25 90	26 20	27 20	33 75	
E. Swaine.....								36 00
G. F. Meyer.....							29 75	

* Accepted.

Abstract of offers received for furnishing rations, supplies, and fuel to the United States marine corps, &c.—Continued.

Bidders for fuel under advertisement dated May 7, 1898.	Stations to be supplied.															
	Portsmouth, N. H. Charlestown, Mass.				Brooklyn, N. Y.		Philadelphia, Pa.		Washington, D. C.		Gosport, Va.		Mound City, Ill.		Pensacola, Fla.	
	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.
F. M. McCallen.																
Thomas C. Quayle.																
Russell & Odion		\$8 24														
Do	\$8 44															
N. F. Mathes	\$8 20*															
W. H. Barbour																
Sarah Otterblack.																
Wm. Gilman																
A. R. Bass						\$5 43*										
Felt & German					\$11 45*	6 18										
Alex. Convery					5 90											
Gleason & Glenn		7 90			\$8 05*	\$8 15*	\$5 74*									
John W. Currier						8 00	7 45									
George W. Tucker		7 50*					6 00									
Hugh McHatten																
J. T. Daniels																
	</															

Accepted.

Abstract of offers received for furnishing rations, supplies, fuel, &c.—Continued.

Bidders for supplies under advertise- ment dated April 20, 1868.	Articles to be supplied.							
	Class No. 1. Kerseys, &c.	Class No. 2. Flannel, socks, &c.	Class No. 3. Linen, &c.	Class No. 4. Uniform caps, &c.	Class No. 5. Swords, drums, &c.	Class No. 6. Brogans.	Class No. 7. Military equip- ments.	Class No. 8. Making & trim- ming cloth- ing.
H. B. Fanman	\$47,850	\$20,780 00*	\$15,985 00*					
C. R. Williamson						\$18,500		
Jacob Reed								\$13,681 70*
Peter Higgins	55,250							
Bent & Bush				\$8,150*	\$3,580 50*			
Chas. Barnum								13,851 15
Sloan & Wafer							\$3,819 50	
Wm. H. Woods			19,045 00				3,815 00	
T. B. Peddie								
Chas. E. Lenny						18,240		
E. C. Shapley	47,320*	20,980 00						
Wilson & Stielwagen				9,438	4,217 00		3,367 50	
Horstmann Bros. & Co				8,186	3,761 00		\$2,946 50*	
Robt. L. Smith								4,192 50
Thos. W. Dell	53,600	23,275 00	21,935 00					
Wm. Matthews		20,905 00	19,200 00					
Geo. F. Roedel						18,200*		
Seville Schofield	47,900	21,672 40						
Abraham Thorpe								16,603 20
D. Sprigg Hall	54,520	21,585 00	17,185 00					
David Lamb			17,100 00					
Jas. B. Macomber		21,957 50	18,683 75					
W. H. Gray					4,020 00			
Wm. McKnight						20,250		
B. L. Solomon & Sons			19,650 00					
D. & W. Temple						24,000		

* Accepted.

QUARTERMASTER'S OFFICE,
U. S. Marine Corps, Washington, September 9, 1868.

W. B. SLACK,
Quartermaster Marine Corps.

ADDENDUM.

[The following despatch was received too late for insertion in its proper place.]

• *Visit to Trieste.*

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate),
Off Gibraltar, October 9, 1868.

SIR: My despatch No. 66 informed the department of my arrival with the Frolic off Trieste, Austria, on the 14th of September.

The usual national salutes were interchanged between the flag-ship and the fort ashore, there being no Austrian men-of-war off that city. On the morning after my arrival I made official calls upon Governor General Moering, President Lannoy, and Field Marshal Wetzlar; the two latter returning my visit on the following day, the governor being absent in Vienna.

On the same day I was officially visited by the United States consul, Mr. Thayer, her Britannic Majesty's consul, Mr. Charles Lever, the consular representatives of Russia, Prussia, Bavaria, Chili, and the Argentine Confederacy, and Commodore Dufroa, commanding the naval forces in that district, all of whom were received with customary honors.

On the 19th, having had placed at my disposal by President Lannoy a small government steamer in charge of the captain of the port, I made an excursion to Miramar, the magnificent palace of the late Prince Maximilian, and on the next day I visited the very extensive dock-yards of the Austrian Lloyds Navigation Company, finding it in all respects very complete, and far in advance of any private yard and superior to most of the government ones I have seen in Europe.

On the 25th of September Governor Moering, having arrived from Vienna, officially visited the flag-ship, where he was received with all the customary honors, and on the same day Captain Leidenfeld, of the Austrian navy, also arrived from the capital with a message from Vice-Admiral Tegethoff expressing regret at his inability to visit me, and his hopes that I would receive every attention and courtesy while at Trieste.

During my stay at that port I was entertained at a public dinner by Commodore Dufroa, and subsequently privately by Governor General Moering, at the magnificent villa of his friend Baron Revotella, all of which courtesies I had the pleasure of reciprocating by a dinner on board the flagship.

Before leaving Trieste I despatched the Frolic to Venice, in order to give all the officers of both vessels an opportunity of visiting that beautiful city.

We weighed anchor on the evening of the 27th for Gibraltar, exchanging salutes with two Austrian frigates which were just entering the harbor, and on the afternoon of the 7th instant arrived in the latter port.

There are in this harbor at the present time the Ticonderoga, Swatara, and Frolic, the Canandaigua being daily expected from Havre.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[The Franklin left Gibraltar on the 18th of October, and arrived at New York on the 9th of November.]

40TH CONGRESS, }
3d Session. }

HOUSE OF REPRESENTATIVES.

{ Ex. Doc.
No. 1.

MESSAGE
OF THE
PRESIDENT OF THE UNITED STATES
AND
ACCOMPANYING DOCUMENTS,
TO THE
TWO HOUSES OF CONGRESS
AT THE
COMMENCEMENT OF THE THIRD SESSION OF THE FORTIETH CONGRESS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1868.

REPORT
OF THE
POSTMASTER GENERAL.

REPORT
OF THE
POSTMASTER GENERAL.



POST OFFICE DEPARTMENT,

December 3, 1868.

SIR: The ordinary postal revenue for the year ended the 30th day of June last was \$16,292,600 80, and the expenditures during the same period, including service for which *special* appropriations were made, \$22,730,592 65; showing an excess of expenditures of \$6,437,991 85.

The receipts from postages, as compared with the previous year, show an increase of six per centum, and the expenditures an increase of eighteen per centum.

The ordinary expenses, not including mail transportation for which *special* appropriations were made, were \$21,555,592 65; and the receipts, including the amount drawn under the acts making appropriations for carrying "free mail matter," were \$20,092,600 80; showing an excess of expenditures of \$1,462,991 85.

The receipts of the department were, from postages, \$16,292,600 80; the amounts drawn from the treasury under acts making appropriations for "carrying free matter," \$3,800,000; and under the acts making special appropriations for "overland mail and marine service between New York and California," \$1,125,000; "steamship service between San Francisco, Japan, and China," \$125,000; between the "United States and Brazil," \$150,000; for "carrying the mail on routes established by acts passed during the first session of the 39th Congress," \$486,525; and "for preparing and publishing post route maps," \$10,000; making the receipts from *all* sources \$21,989,125 80. The expenditures of all kinds were, as above stated, \$22,730,592 65; showing an excess of expenditures over receipts of \$741,466 85, for which a special appropriation will be required.

The revenue account stated by the Auditor (see appendix) differs from the foregoing because of his adding to the receipts of the department, from all sources, a balance of \$1,494,469 98, standing to the credit of the revenue account July 1, 1867, but which is not immediately available.

The estimates for the *current* fiscal year as submitted to Congress with the last annual report showed an anticipated deficiency of \$3,296,000;

to meet which there was then in the treasury \$2,000,000, being the unexpended balances of former appropriations standing to the credit of the department, leaving the amount to be provided by appropriation from the general treasury \$1,296,000; of this sum Congress appropriated \$800,000.

The expenses during the fiscal year just closed exceeded the estimated amount, especially in the item of transportation, and thus absorbed the \$2,000,000 relied on to assist in meeting the anticipated deficiency for the current year. The ordinary expenditures for the current year were also estimated too low, from the fact that the department could not, at the time the estimates were made, anticipate the extraordinary increase of service established by acts of Congress. Taking those of the last fiscal year as a basis, it is anticipated that in the current year there will be a deficiency of \$3,604,500. There will also be required \$97,000 for service on the route from Fort Abercrombie to Helena, Montana, authorized by the act of July 27, 1868, from January 1, 1869, to June 30, 1869; and to meet the increased liabilities of the department for service on the "overland route," \$161,000, making \$3,862,500, which will be required to meet deficiencies in the receipts for the current fiscal year.

The accompanying report of the Auditor fully sets forth the details of the financial operations of the department.

Estimates for 1870.

The ordinary expenditures for the year ending June 30, 1870, (including \$645,250 for overland and sea mails to California,) are estimated at..... \$24,540,413

The ordinary revenue is estimated at an increase of five per centum on that of the year just closed, or \$17,100,000

Add the standing appropriations for carrying free mail matter..... 700,000

Making the total estimated revenue 17,800,000

Showing an excess of expenditures of..... 6,740,413
to be provided for from the general treasury.

It will also be necessary to make the usual special appropriations, as follows:

Mail steamship service between San Francisco, Japan, and China.....	\$500,000
Mail steamship service between the United States and Brazil.....	150,000
Mail steamship service between San Francisco and the Sandwich Islands.....	75,000

Comparative statements of revenues and expenditures, exclusive of appropriations for special service.

		Per capita.
Revenues from postage, &c., 1850..	\$5, 499, 985...	23 $\frac{1}{10}$ cents.
Expenditures, 1850	5, 212, 953...	22 $\frac{1}{2}$ cents.
Excess of revenue		1 $\frac{2}{10}$ cents.
Proportion of revenue to expenditures		105 per cent.
Revenues from postages, &c., 1860. \$8, 518, 067 40...		27 $\frac{1}{10}$ cents.
Expenditures, 1860	14, 874, 772 89...	47 $\frac{3}{10}$ cents.
Deficiency of revenue		20 $\frac{2}{10}$ cents.
Proportion of revenue to expenditures		57 $\frac{2}{10}$ per cent.
Revenues from postages, &c., 1868..\$16, 292, 600 80...		42 $\frac{1}{10}$ cents.
Expenditures, 1868	21, 555, 592 65...	55 $\frac{6}{10}$ cents.
Deficiency of revenue		12 $\frac{7}{100}$ cents.
Proportion of revenue to expenditures		76 per cent.

The following are some of the results of these statements:

1. From 1850 to 1860 the revenue per unit of population increased 14 $\frac{2}{10}$ per cent., or at the rate of 1 $\frac{43}{1000}$ per cent. per year. From 1860 to 1868 the like increase was 58 $\frac{3}{10}$ per cent., or 7 $\frac{3}{10}$ per cent. per year.

Hence the annual increase of revenue for the eight years of the current decade is per capita about *five times greater* than the same annual increase of the preceding decade.

2. From 1850 to 1860 the ordinary expenditures per unit of population increased 110 per cent., or 11 per cent. per year. From 1860 to 1868 the like expenditures increased 17 $\frac{1}{2}$ per cent., or 2 $\frac{12}{100}$ per cent. per year.

Hence the annual per capita increase of ordinary expenditures for the last eight years is about *five times less* than the same annual increase for the preceding 10 years.

Comparing these two results, relative to the annual average of the present and preceding decade, it appears that, per capita, the revenues have *increased* about five-fold, and that the expenditures have *diminished* about five fold.

POSTAGE STAMPS AND STAMPED ENVELOPES.

During the year, 383,470,500 postage stamps, of the value of \$11,751,014, (including 160,000 periodical stamps, valued at \$14,750;) 44,552,300 plain stamped envelopes, representing \$1,285,218; 25,469,750 stamped envelopes, bearing printed cards and requests for return to writers, representing \$759,520; and 3,372,600 newspaper-wrappers, valued at \$67,372, were issued. The aggregate value of these issues was \$13,863,124—being an increase of 3 $\frac{45}{100}$ per centum over the issues of the previous year.

The issue of ordinary postage stamps, as compared with the previous

year, shows an increase in value of $1\frac{4}{100}$ per centum; periodical stamps, $11\frac{3}{100}$ per centum; stamped envelopes, bearing cards and requests, $53\frac{5}{100}$ per centum; and the newspaper-wrappers, $81\frac{3}{100}$ per centum. The issue of plain stamped envelopes was $\frac{1}{100}$ per centum *less* than during the year ending 30th June, 1867; thus showing the preference of the public for the envelopes denominated "request," or card envelopes.

The aggregate issue of envelopes was increased during the year $14\frac{5}{100}$ per centum in value.

The sale of postage stamps and stamped envelopes during the year, as reported by the Auditor, was \$14,066,139 32, or \$203,015 32 more than the issue; thus absorbing to that amount the stock remaining unsold in the hands of postmasters June 30, 1867.

The number of packages of postage stamps lost in the mails during the year was thirty-three, representing \$2,672 20; and of stamped envelopes, seven, valued at \$226 01.

CONTRACTS.

TRANSPORTATION STATISTICS.

There were in the service of the department on the 30th June, 1868, 6,891 contractors for the transportation of the mails.

Of mail routes in operation there were 8,226; aggregate length, 216,928 miles; aggregate annual transportation, 84,224,325 miles; aggregate annual cost, \$10,266,056; including the compensation of postal railway clerks, route agents, local agents, mail messengers, mail-route messengers, and baggage-masters in charge of mails, viz: \$1,114,633, the aggregate annual cost was \$11,380,689. This service was divided as follows, viz:

Railroad routes: Length, 36,018 miles; annual transportation, 34,886,178 miles; annual cost, \$4,177,126, about 12 cents per mile.

Steamboat routes: Length, 19,647 miles; annual transportation, 3,797,560 miles; annual cost, \$650,631, about 17.13 cents per mile.

Celerity, certainty, and security: Length, 161,263 miles; annual transportation, 45,540,587 miles; annual cost, \$5,438,299; about 12 cents per mile.

The length of routes was increased over the preceding year 13,683 miles; the annual transportation, 5,241,536, and cost, \$929,770; to which add increased cost for railway postal clerks, route, local, and other agents, \$93,762, making an aggregate of \$1,023,562.

OVERLAND MAIL.

The contracts with Holladay and Dinsmore for the transportation of the overland mail for the Territories and the Pacific coast expired on the 30th of September last. To provide for the service thereafter, the department, by public advertisement, dated March 9, 1868, invited proposals, to be received until the 10th of June following, and decided by

the 15th of the same month, for conveying the mail from October 1, 1868, to June 30, 1870, dividing the service into three routes, as follows, viz:

1. No. 16,635. From Cheyenne, Dakota, or that point on the Union Pacific railroad to which the mails might be conveyed when this service should go into operation, to Virginia City, Nevada, 1,095 miles, and back, daily; the trip to be performed in nine days each way in summer, and twelve days in winter; the service and pay to be curtailed *pro rata* as each fifty miles of the Union Pacific railroad should be completed westward; and the department reserving the right to curtail the service at its western terminus, when the eastward progress of the Central Pacific railroad should be sufficient to warrant the starting of the western mails from a point on the railroad rather than from Virginia City.

2. No. 14,167. From Coyote, Kansas, the end of the Union Pacific railroad, eastern division, to Denver, Colorado, 265 miles, and back, daily; the trip to be performed in 72 hours each way; and the service and pay to be curtailed *pro rata* as the railroad should be extended westward.

3. No. 17,035. From Cheyenne, Dakota, to Denver, Colorado, 102 miles, and back, daily; the trip to be performed in 24 hours each way.

For route No 16,635, the following proposals were received under the advertisement, viz: Louis McLane, president Wells, Fargo & Co., \$1,314,000 per annum; John Allman and John H. Clark, \$460,000; Charles A. Cook, \$390,000; Charles McLaughlin, \$350,000; Carlton Spaid, \$335,000.

For route No. 14,167, Louis McLane, president Wells, Fargo & Co., \$84,000; Charles A. Cook, \$79,000; Carlton Spaid, \$49,000; Henry S. Wheeler, \$45,000; W. B. Hawkes, \$24,600.

For route No. 17,035, Charles A. Cook, \$20,000; Louis McLane, president Wells, Fargo & Co., \$17,800; Carlton Spaid, \$15,000; Henry S. Wheeler, \$12,000; L. H. Johnston, \$9,970 50.

The Department accordingly, on the 15th June, accepted the bid of Carlton Spaid, at \$335,000, on route 16,635; that of W. B. Hawkes, at \$24,600, on route 14,167; and that of L. H. Johnston, at \$9,970 50, on route 17,035; and the accepted bidders were duly notified.

On the 23d of September following, upon representations that it was impracticable to stock the road from the terminus of the Union Pacific railroad, eastern division, to Denver, (route 14,167,) in consequence of raids by hostile Indians, and that the service was unimportant, the mails for Denver being transmissible with almost equal speed *via* Omaha and Cheyenne, and upon the recommendation and advice of the United States senators and representative from Kansas, the department issued an order to rescind the acceptance of the bid of W. B. Hawkes and dispense with service on the route.

During the month of September, Carlton Spaid, the accepted bidder on route 16,635, wrote the department that, Congress having passed a

law, since the contract was awarded to him, the effect of which would be to throw upon this route the documentary and newspaper mails formerly transmitted by the isthmus route, he should expect additional pay *pro rata* for every pound of such matter, and that he desired to be informed, as near as possible, what amount of such matter there would be, and for what additional amount of pay the department would be responsible. The department replied by furnishing him with transcripts of reports on its files showing the weights of the mails transmitted both by the overland and the isthmus routes, which contained all the information it possessed on the subject, and remarking that it would expect him to carry the mail strictly according to the terms of the contract, "using therefor such means" (quoting the language of the contract) "as may be necessary to transport the whole of said mail, whatever may be its size or weight." Whereupon, on the 29th September, Spaid's gave notice that he had come to the conclusion to decline to transport any mail over the route; and on the 2d October the department received telegrams, dated the 1st, from its special agent and from the postmaster at Salt Lake City, reporting the failure of Spaid's to put the service in operation. A despatch was immediately transmitted to the next lowest bidder, Charles McLaughlin, at San Francisco, inquiring whether he would carry the mail at his bid, (\$350,000,) and how soon he could commence the service. His reply, received on the 7th, showed that he would require thirty days to prepare for the service. On the 9th, Wells, Fargo & Co., who, as sub-contractors under Holladay and Dinsmore, had carried the mails on their routes for some time prior to the expiration of their contract term, and had continued the service upon the failure of Spaid's, gave notice to the department that they could not continue this temporary service longer than the 10th. An inquiry was thereupon telegraphed to the department's special agent at Salt Lake City, whether arrangements could be made to carry the letter mail between the termini of the Union and Central Pacific railroads, and at what cost. He replied on the 10th that he could find no one prepared to carry the mails as designated except Wells, Fargo & Co. A despatch was then sent to Brigham Young, at Salt Lake City, inviting a proposal for the service. He replied on the 11th, offering to carry fifteen hundred pounds per day for eight months at \$559,375, with an allowance of 10 cents per pound per 100 miles for all additional mail, remarking that grain was now three prices, consequent on the destruction of crops by grasshoppers, and that to put service on the route for the short period of eight months would require proportionately a much higher rate of payment than would be required were the contract to extend for several years. On the same date an offer was submitted on behalf of the Union Pacific railroad to contract for the service for one year at \$1,500,000. Telegrams of the 12th, received on the 13th, notified the department of the stoppage of the temporary service and the accumulation of mails on the route. On the 16th Charles McLaughlin inquired by telegraph whether the contract would be given

to him at his bid. The department replied that it would, on condition that he would commence the service immediately. To this he made no answer. And on the 21st the Postmaster General, having, with the Second Assistant Postmaster General, repaired to the city of New York, and consulted with Senator Morgan, Senator Cole, of California, Horace Greeley, Isaac Sherman, Postmaster Kelly, and other leading citizens of New York, under their advice accepted a proposition from Wells, Fargo & Co. to carry the mails between the termini of the Union Pacific and Central Pacific railroads daily for the term of one year, or until the two railroads meet, at the rate of \$1,750,000 per annum, subject to deduction *pro rata* for every section of fifty miles of railroad completed and reported to the department ready to carry the mails—it being estimated that the gap between the railroads, covered by the stage service, will be lessened at the rate of fifty miles every fifteen days, or a hundred miles a month, and that it will be closed up entirely by the 1st of August, 1869, and that upon this basis the pay to Wells, Fargo & Co., under their accepted proposal will amount in all to about \$670,000.

Early in October, a senator from Kansas, the principal public officers of Colorado, and other prominent citizens of the State and Territory, began to urge the restoration of service on the route (No. 14,167) from the terminus of the Union Pacific railroad, eastern division, to Denver, representing it to be indispensable; and finally Major General Sheridan, in command of the department of the Missouri, with the concurrence of the Secretary of War, gave assurance that the route was guarded, and would be during the Indian troubles, and that the service was important both to the citizens and soldiers in Colorado. The accepted bidder being released by the order rescinding the acceptance of his bid, the contract was offered to the next lowest bidder, Henry S. Wheeler, who declined; and a temporary arrangement was made, on the 31st October, with Wells, Fargo & Co. to carry the mails till 1st July, 1869, at the rate of \$79,000 per annum, subject to deduction *pro rata* for every fifty miles of railroad completed and reported to the department ready to carry the mail—the rate being that of the bid next above Wheeler's, excepting that of Spaid's, the failing contractor on route 16,635.

On the remaining route, the accepted bidder, L. H. Johnston, having failed, the department accepted an offer from Wells, Fargo & Co. to perform the service for one year, from 1st October, 1868, at the rate of Johnston's bid, viz: \$9,970 50 per annum.

Under the arrangements thus made, the overland mail service on the three routes is now in regular operation.

TERRITORIAL MAILS.

In the last Annual Report, allusion was made to the route from Fort Abercrombie, Dakota, to Helena, Montana, (or the route from St. Cloud to Pembina,) intended to provide direct mail communication to the Territories of Montana, Idaho, and Washington. It was stated that, in con-

sequence of Indian hostilities on nearly the whole of the line, the service was unreliable, of no value to the department, and would be discontinued in the spring, unless a marked improvement occurred. As there was no improvement, the service was discontinued from March 30, 1868; but at the last session of Congress a resolution was adopted as follows:

Resolved, &c., That the Postmaster General is hereby authorized to change the character of the mail service from Fort Abercrombie, Dakota Territory, to Helena, Montana Territory, to post-coach service.

No service existed on the route at the date of this resolution, and the resolution is not mandatory in its terms; but, considering it as indicating that the legislative will required that the mail should be carried, and on post-coaches, and acting on the supposition that a special appropriation would be made to meet the expense, an advertisement was issued July 28, 1868, inviting proposals for service from January 1, 1869, to June 30, 1872, three times a week, in four-horse post-coaches. The lowest bid received was that of Leech, Piper & Montgomery, of Kittaning, Pennsylvania, at \$194,000 per annum, which was accepted October 2, 1868, and contracts have since been executed.

The service on the route from Sheridan (on the eastern division of the Union Pacific railroad) to Santa Fé has been increased from three to six trips a week, and the schedule time reduced to four days in summer. The service is well performed, though still occasionally interrupted by hostile Indians.

The important route from Salt Lake City to the Dalles, Oregon, has been relet from 1st October last for six-times-a-week service, at the rate of \$149,000 per annum—a saving, as compared with the last contract, of \$164,000 per annum.

READJUSTMENT OF PAY ON RAILROAD ROUTES.

The 30th June, 1868, being the period for the expiration of the term of contracts for transporting mails in the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, the department, in anticipation of the close of the term, entered upon a systematic revision and readjustment of the rates of pay on railroad routes in those States, based upon returns of the weight of the mails conveyed and the accommodations provided for mails and agents of the department, received in response to the "railroad weight circular" referred to in the last Annual Report (page 11.) Wherever the returns required or justified a change from the former rate, a circular (a copy of which is annexed) was addressed to the proprietors of the route, submitting the offer of the department and explaining its purpose. In many instances, the terms offered have, after considerable correspondence, been accepted, and contracts made accordingly. In others, though formal contracts are not executed, the department has proceeded to settle for the service for the first quarter of the new term at the rates offered. Many routes in other States than those above named have been brought up for review, upon application made by the proprie-

tors of the railroads interested; and in every case where the returns showed a readjustment to be proper it has been ordered. Thus the rates have been changed upon seventy-one routes in all, as appears in the annexed "table showing the readjustment of the rates of pay per mile on certain railroad routes, based upon returns of the weight of the mails conveyed and the accommodations provided for mails and agents of the department." The routes are arranged, as in table E in the last Annual Report, not by States, but according to the rate of pay, the highest being first, and those of equal pay according to the average weight carried the whole distance, and the table is accompanied by an alphabetical index, for easy reference. The total amount of the annual pay upon these routes, under the readjustment, it will be seen, is \$926,043 20, and the total amount of the former annual pay \$775,722 50—an excess of the present over the former amount of \$150,320 70. In reaching this result, the rates on more than one hundred and fifty routes, being more than one-third of the whole number of railroad routes in the service of the department, have passed under review.

In connection with this subject it may be proper to state that at different times within the months of January, February, and March last, while Congress was in session, there were submitted to the department, in behalf of a "committee on mail service" appointed at a national railroad convention previously held, several schedules of proposed changes in the rates of pay for the transportation of mails on railroad routes, and finally the draught of an act on the subject, to be submitted, if approved by the Postmaster General, to the Post Office committees of the House and Senate. The proposed act provided that in all contracts hereafter to be made with railroad companies for the transportation of the mail, the rates of compensation should be, at the option of the Postmaster General, in proportion either to the weight of matter to be transported or to the number of cubic feet of car space which the department might require for the accommodation of its mails and agents. The schedule of rates prescribed in the act allowed upon every mile of actual transportation 7 cents for car space per day not exceeding 25 cubic feet, or weight per day not exceeding 250 pounds; 12 cents for car space per day exceeding 25 and not exceeding 50 cubic feet, or weight per day exceeding 250 and not exceeding 500 pounds; and so on, ascending by a similar sliding scale, until, for 2,600 cubic feet, the largest amount of "car space" found upon any route reported, the rate reached 115 cents for every mile of transportation. The proposed act provided further that an additional sum of \$1 should be allowed for every mile run by a train specially required to be run for the transportation of the mail, and two cents per mile for transporting in the passenger cars any agent travelling on the business of the department, route agents to be transported free, but at their own risk.

Among the other papers was a "comparative statement," purporting to show the effect of the adoption of the committee's rates upon the whole

cost of the railroad mail service in operation, by which it was made to appear that a diminution of 38 per cent. would result, leaving out of the account all car space beyond the amount required to transport the mails as freight, allowing a cubic foot for every 10 pounds' weight; and this 38 per cent., it was suggested by the committee, would probably be more than sufficient to cover the cost of extra car service required for the use of route agents and postal clerks. It was found, however, upon estimating the car space used upon the first seven routes in table E in the last Annual Report, (pages 72-85,) allowing six and a half feet for the height of the car ceiling, as suggested by the committee, that the 38 per cent. would be insufficient to cover the amount of transportation shown upon those routes alone, at the committee's rates. To ascertain, therefore, the real effect which the adoption of the proposed rates would have upon the annual cost of mail transportation on railroad rates, a statement was made up in the department, predicated upon the "car service" and actual transportation already in use, as shown in table E in the last Annual Report, by which it was found that the increase of expense would be enormous. Thus, for illustration, on the Philadelphia, Wilmington, and Baltimore railroad, mail apartments of eight different sizes were reported, which were estimated to average 1,750 cubic feet. For this amount of "car space" the schedule prescribed in the proposed act allowed 81 cents per mile. The number of trips on the route was reported at 28 per week. Each trip including the run forth and back, the number of trips must be doubled to find the amount of transportation per week on each mile of the road's length, making 56 miles, and this again multiplied by 52 to find the amount per annum, making 2,912 miles, which at 81 cents per mile would give \$2,358 72 as the pay per annum for every mile of the road's length. The present rate is \$375. The disparity on some other routes would be still greater, the rates running up from \$75 to \$2,000 and more, and from \$200 to \$3,000 and more. On the whole amount of railroad mail service in operation on the 30th of June, 1867, the effect would be to increase the annual expense from \$3,812,600 to \$21,710,023—an excess of \$17,897,423. The department forbearing, upon such a showing, to take any part in presenting the proposed act to the Post Office committees of the two houses of Congress, has proceeded with the work of readjusting the rates of pay on railroad routes upon a scale within the limits of existing laws and much more compatible with the resources at its command.

POST-ROUTE MAPS.

During the past year, an engraved post-route map, in four sheets, has been completed by the topographer, and copies issued for the use of the department, representing the post offices and mail service in the State of New York, and its connections with adjacent States and with the dominion of Canada.

This map, along with that previously published, representing the

northeastern States, has been found of great use in the several branches of this department in its current work, to postmasters and others, and especially to the clerks of the travelling (railroad) post offices, in sorting and distributing letters.

A similar map of the States of Pennsylvania, New Jersey, Delaware, and Maryland was expected to have been issued before this, but the large amount of work required in compilation from insufficiently surveyed State and county maps, and the very extended and minute service in those States to be represented, has delayed the issue. The plates are expected from the engraver within three months.

The map of the State of Maine and agencies is also well advanced in the engraver's hands, and will be completed about the same time.

Drawings are being prepared for the map of Ohio and Indiana; and those of other States, in groups, will be taken up as fast as the peculiar nature and the magnitude of this work will allow.

FINES AND DEDUCTIONS.

The amount of fines imposed on contractors, and deductions made from their pay, on account of failures and other delinquencies, during the year ending June 30, 1868, was \$116,609, and the amount remitted during the same period was \$70,795, leaving the net amount of fines and deductions \$45,814.

MAIL-BAGS, LOCKS, AND KEYS.

A table herewith shows the number, description, and cost of mail-bags, locks, and keys, purchased during the year, the amount expended for new mail-bags being \$58,016 87, or nearly 28 per cent. less than the expenditure for like objects during the previous year, when it amounted to \$80,440.

During the fiscal year last ended, new contracts for mail-bags were made, after due advertisement for proposals, according to law, at prices averaging, for those of canvas about 20 per cent. less, and for those of leather about 12½ per cent. more, than the prices of the last contracts.

THROUGH MAILS.

The method used by the department to ascertain the speed and regularity with which through mails are conveyed is shown in a circular, issued in January last, (copy herewith,) referring to the routes from New York to St. Louis, Cincinnati, and Chicago, and from Washington and Baltimore to St. Louis and Cincinnati; and appended hereto are tables exhibiting the state of the service on these and other routes.

With regard to the service on the *Southwestern route* from New York and Washington to New Orleans, *via* Lynchburg, Virginia, Knoxville, Chattanooga, and Grand Junction, Tennessee, and Canton, Mississippi, it was remarked in the last Annual Report that the records to October 31, 1867, exhibited a marked improvement. This improvement was main-

tained going south during the months of November and December of last year; but failures and delays going north in those months, and in both directions in January and part of February following, were so frequent that the department ordered the mails to be transferred to the *Western route*—a route never before used for the transmission of the great northern and southern mails, except for a few days in the spring of 1867, and then in one direction only—viz: from New York, *via* Pittsburgh, Pennsylvania, Columbus, Ohio, Indianapolis, Indiana, Louisville, Kentucky, Humboldt and Grand Junction, Tennessee, and Canton, Mississippi, to New Orleans—the route from Washington, *via* Cumberland, Maryland, uniting with it at Columbus. The *Western route* was used for the Washington mails to and from New Orleans from February 9 to March 16, 1868, and for the New York mails from February 10 to May 17, 1868. The Washington mails were restored on the 17th March, on the adoption of a quicker schedule and the promise of improved service, and the New York mails on the 18th May, to the *Southwestern route*, on which they still continue.

Since the 13th of June last, two mails a day have passed between New York and Memphis—one by the *Western* and the other by the *Southwestern route*. The comparative speed and regularity of the two routes will be seen by examining the tables.

RAILWAY POSTAL SERVICE.

There are now in operation in the United States 26 railway postal lines, subdivided into 34 routes, extending, in the aggregate, over 7,019 miles of railroad and steamboat lines, upon 1,571 miles of which twice-daily service is being performed, making a total equal to 8,090 miles of railway postal service daily each way, and an increase of 3,276 miles over the service in operation in 1867. There are employed in this service 279 men, as head clerks, clerks, and assistant clerks, at salaries ranging from \$900 to \$1,400 per annum, making an aggregate cost of \$329,700 per annum—an increase of 119 men, at a cost of \$141,800, over the previous year. It would require, to perform this same service in the ordinary way, by slow mail trains, 141 men as route agents, whose compensation, at the rate now paid to such agents on first-class routes, would amount to \$152,280 per annum. This shows the increase in the cost of the postal service over the route agent service, on the 26 lines upon which this service is in operation, to be \$177,420 per annum. To ascertain to how great an extent this apparent increase in the cost of the one service over the other was offset by saving in clerk-hire, a circular was addressed, in June last, to all the larger offices in close connection with the railway postal service, inquiring, among other things, how many more clerks, if any, would be required, with the natural increase in the size of mails, to perform the labor in their offices, if the railway postal service should be abandoned and the old system of route agents and direct mails restored. Answers were returned by most of those addressed, admitting

and fully endorsing the great superiority of the railway postal over the route agent service, stating that their mails both in coming and going were facilitated in their transmission from 12 to 24 hours, and, in cases where they would, under the old route agent system, be obliged to go through the process of redistribution, from 36 to 48 hours; but many could not state definitely the amount of clerical force saved to their offices, they having been appointed postmasters since the introduction of the railway postal service. From the reports of those who responded fully, however, it appeared that the number of clerks saved in local post offices amounted to 142, whose compensation, at the average rate allowed to good distributing clerks, would amount to \$142,000 per annum. Full returns would doubtless show the number of clerks saved to be still greater. About the same time that the circular above referred to was sent to postmasters, a circular was addressed to all head clerks in railway post offices, requiring them to keep, for one week, as nearly as possible, an accurate account of letters received at the postal cars for mailing, and the number of stamps cancelled. Most of the head clerks responded to this circular, and it was found that the average number of stamps cancelled by railway postal clerks in that week, upon the routes that made a full report, (19 in number,) amounted, on each line, to 2,321, which, multiplied by the 26 lines, would amount to 60,346 per week, or, in the aggregate, to 3,137,992 per year. Counting each stamp at three cents, the value of stamps cancelled by railway postal clerks in the year would amount to \$94,139 76. This count is exclusive of newspaper stamps cancelled, or the stamps on foreign letters, which sometimes amount to four or five times as much. Forty per cent. on the amount of stamps cancelled being the average amount of commissions, or the amount allowed in the adjustment of salaries to postmasters, this amount saved in salaries to postmasters should be credited to the railway postal service; and 40 per cent. on \$94,139 76 being \$37,655 90, the financial result, exclusive of the extra compensation allowed to some railroads for the use of postal cars, may be recapitulated as follows:

Salaries to 279 railway postal clerks	\$329, 700 00
141 route agents at present salaries, \$1,080..	\$152, 280 00
142 clerks saved to local post offices, \$1,000..	142, 000 00
Saving in salaries of postmasters	37, 655 90
	<hr/>
	331, 935 90
	<hr/>
Net saving	2, 235 90
	<hr/>

It is proper to state that the service is being performed, not as formerly by route agents, on the slow way or accommodation trains, but upon the fastest express trains, and that, by means of Ward's mail-bag catcher, the clerks are exchanging pouches at all offices on the line once, and in many cases twice, daily each way. On the Hudson River and New York Central railroads, for instance, the postal car leaves New

York at 8 a. m., performing service at *all* stations to Syracuse, where they arrive at 6.30 p. m.; and from Syracuse to Buffalo, where they arrive at 12, midnight, at all express stops. The night line leaves New York at 11 p. m., performing service for all offices at express stops to Albany; leaving Albany at 7.15 a. m., performing the service at all post offices to Buffalo, where they arrive at 8.30 p. m., so that every office on the line from New York, via Albany to Buffalo, that chooses to exchange mails twice, is served twice daily with mail each way. Under the old route agent system this same service was performed as follows: Route agents left New York in the morning and ended in Albany in the afternoon; other route agents left Albany in the morning and arrived in Syracuse in the evening; and still other route agents, leaving Syracuse in the morning, arrived in Buffalo in the afternoon—requiring from two to three days to send a letter from one point to another and receive an answer. Now, letters can be sent and answers returned between almost any two offices on the line within twenty-four hours. This is simply an illustration, the same improved facilities for the rapid transmission of mails obtaining on most other lines of railway postal service.

Another feature of marked improvement in this service is the fact that letter mail which, under the route agent system, was required to go into a distributing office for distribution, is now distributed on the railway postal cars while they are in motion. For instance, on the New York Central and Hudson River railroads, letters from the interior towns for the New England, southern, or western States, instead of being sent to the Albany, New York, or Buffalo distributing post office, causing a delay of from 12 to 24 hours, are now distributed while in transit, pouched, and forwarded on connecting railway postal routes, with no delay. And still another is the large increase of mails on all railway postal routes. The chief clerks on the Erie and Lake Shore postal cars report that since the introduction of the service on those routes the letter mail has increased from 33 to 50 per cent. Though part of this may be a natural increase, it is believed that a large proportion of it is due to the increased facilities for sending mail from and to every office on the line, however insignificant it may be. These remarks apply equally well to all other railway postal routes where the full way service is performed.

FOREIGN MAIL SERVICE.

Statistics.—The aggregate amount of postage (inland, sea, and foreign.) upon the letter correspondence exchanged with foreign countries was \$2,153,690 66. Of this amount \$1,706,467 76 accrued on the letter mails exchanged with European countries; \$309,516 43 on letters exchanged with the dominion of Canada; and \$137,706 47 on the letters exchanged with the West Indies, Mexico, Brazil, Central and South America, the Sandwich Islands, Japan, and China.

The total letter postages on mails exchanged with countries of Europe,

during the first six months from July 1 to December 31, 1867, inclusive, under the provisions of the postal conventions then in force, amounted to \$1,057,612 99; and on mails exchanged with the same countries during the residue of the fiscal year from January 1 to June 30, 1868, at the reduced rates established by existing conventions, amounted to \$648,854 77, being a reduction to the advantage of correspondents during said six months of \$408,758 22, on an increased correspondence amounting to 626,548 letters per annum.

The postage collections in the United States on the correspondence exchanged with Great Britain and countries on the continent of Europe amounted to \$1,090,244 03, and the postages collected in Europe amounted to \$616,223 73. Excess of collections in the United States \$474,020 30.

The estimated amount of United States postage upon the letter mails exchanged with Great Britain and the continent of Europe was \$793,700 64; with Canada and the British North American provinces, \$176,179 55; and with the West Indies, Brazil, Mexico, Japan, and China, and Central and South America, \$128,098 87; making in all \$1,097,979 06, a decrease of \$93,425 61, compared with estimate of previous year. Adding the amount of United States postage upon printed matter exchanged in United States and European mails, calculated at \$90,000 00, and \$10,529 40, the reported amount of United States postage on printed matter exchanged with the West Indies, Mexico, South America, China, &c., the total United States postages on foreign mails (exclusive of printed matter interchanged with the British North American provinces, of which no separate account is kept) was \$1,198,508 46.

The number of letters exchanged with foreign countries (exclusive of the British North American provinces) was 11,128,532, of which 5,900,307 were sent from and 5,228,225 received in the United States. Increase over number of previous year 830,298. Of this number 10,068,659 were exchanged with European countries, an increase of 626,548, compared with the previous year. Estimating the number exchanged with the British provinces at 2,476,000, the total number of letters exchanged in the mails with foreign countries was 13,600,000.

Ocean mail transportation.—From the 1st of January, 1868, the date on which the new postal conventions with Great Britain, North Germany, Belgium, &c., came into operation, the arrangements made by this department for the transatlantic mail steamship service have been restricted to the outward mails, in accordance with the new system adopted in said convention that each office shall make its own arrangements for the mails which it despatches, and shall, at its own cost, remunerate the owners of the steamships employed for the conveyance of the same; and in like manner, the sea transportation of mails received from Europe since the 1st of January, 1868, has been provided and paid for by the respective foreign post departments despatching the same to this country.

From July 1 to December 31, 1867, inclusive, the steamers employed by this department in transporting mails in both directions conveyed mails the total postages on which amounted to \$491,534 13, and those employed in same service by foreign post departments conveyed mails, during same period, the total postages on which amounted to \$566,078 86. During the last half of the fiscal year from January 1 to June 30, 1868, inclusive, the total postages on mails sent to Europe under the new arrangements amounted to \$340,835 54, and the total postages on mails received from Europe, during the same period, amounted to \$308,019 23—these reduced amounts resulting from the reduced rates of international postage charged on and after the 1st of January, 1868, under the provisions of the new postal conventions, which came into operation on that date.

The cost of the United States transatlantic mail steamship service from July 1 to December 31, 1867, under arrangements then in force, allowing the sea postages as compensation, was \$282,017 42, and from January 1 to June 30, 1868, under the new arrangements, \$139,760 02, a reduction of over one-half from the cost of the same service during the previous six months. Total cost of transatlantic service for the year, \$421,777 44, being \$129,560 57 less than the preceding year. The amount paid for the transportation of mails to and from the West Indies, &c., by steamers receiving various rates of compensation within the limit of the postages, was \$70,287 67, and the cost of sea and isthmus conveyance of mails to and from Central and South America, via Panama, was \$27,334 33, making a total expenditure for ocean transportation of \$519,399 44, exclusive of payments amounting to the sum of \$497,916 67, made during the year to the steamship lines to Brazil, to Japan, and China, and to the Sandwich Islands, respectively, receiving subsidy grants fixed by special acts of Congress.

POSTAL CONVENTIONS WITH COUNTRIES OF EUROPE.

New postal conventions with Great Britain, the North German Union, Belgium, and the Netherlands, respectively, the leading provisions of which were briefly stated in my last report, were carried into effect on the 1st of January, 1868; and those concluded with Switzerland and Italy went into operation on the 1st of April, 1868. Under the provisions of these conventions important improvements have resulted, not only in reduced rates of international postage, but in greater uniformity of postal details and enlarged facilities of mail accommodation. The detailed regulations arranged and adopted for the execution of each of these conventions are annexed.

On the 13th of December, 1867, before the new convention with the United Kingdom of 18th June, 1867, went into operation, notice was given by the British post office to terminate the same on the 31st of December, 1868, in accordance with the power reserved in the 21st article thereof; which notice was accompanied by the announcement that Mr.

Anthony Trollope would be despatched to Washington in the spring of 1868 with full powers to negotiate a new convention better calculated to afford satisfaction to the people of the two countries. The provisions of a new convention to supersede the present one on the 1st of January, 1869, were accordingly arranged with Mr. Trollope at Washington in July last; and, after adjusting by direct correspondence between the two post departments, certain modifications on which Mr. Trollope did not consider himself authorized to treat, the modified convention was formally executed on the 24th of November last. Its general provisions are substantially those of the present convention. The only change in the existing rates of international postage is a reduced charge on small pamphlets, book packets, and patterns, not exceeding two ounces in weight; the British post office having declined to assent to a further reduction of the international letter rate, but agreeing to consider the question of such reduction at the expiration of twelve months from the commencement of the convention. A copy of the new convention and detailed regulations for carrying the same into execution is annexed.

The French government having communicated, through its minister at Washington, an invitation to this department to send a special delegate to Paris authorized to negotiate and arrange, in person, the details of a new postal convention between the United States and France, the Hon. John A. Kasson was, on the 5th of April, 1867, appointed a special commissioner on behalf of this department to proceed to Paris, and there to negotiate and arrange the conditions of agreement between the respective post departments of a new convention, subject to the approval of the Postmaster General of the United States. Mr. Kasson's mission was primarily and specially to the French post department, with authority also to negotiate and settle the details of new postal conventions with the post departments of Great Britain, Prussia, and Belgium, respectively, and conclude postal conventions with other European governments, subject to like approval of the Postmaster General of the United States. While Mr. Kasson succeeded in negotiating improved postal arrangements with Great Britain, Belgium, and North Germany, and advantageous conventions with the Netherlands, Switzerland, and Italy, his mission to the French post department failed to accomplish any revision or modification of the postal convention with France. It being thus made apparent to me, that the French post department was indisposed to conclude a new convention modifying the provisions of the convention of March 2, 1857, in conformity with the more liberal and improved arrangements concluded between the United States and other countries on the continent of Europe, this department was constrained to avail itself of the power reserved in the present convention to terminate it by a previous notice of one year, and notice was accordingly given on the 8th of January last to terminate the same on the 1st of February, 1869. Subsequently negotiations were opened with the French office for a new convention, this department submitting for its consideration and

approval, a statement of the modifications of the convention of 2d March, 1857, considered necessary for the amelioration of the postal service between the two countries. The French department has submitted counter propositions based on so widely different views of the leading principles and features of an international postal arrangement, and claiming so unequal and unjust a proportion of the rates of postage, that there seems to be, in the present state of the negotiations, little probability of harmonizing the conflicting views of the two offices.

POSTAL CONVENTION WITH CANADA.

The postal convention between the United States and the dominion of Canada was modified, to take effect on the 1st of April, 1868, by reducing the single rate of international letter postage to six cents if prepaid, and continuing the 10-cent rate for all unpaid or insufficiently paid letters; and the like modification has been extended to letter correspondence exchanged with Prince Edward island.

POSTAL CONVENTION ESTABLISHING AN EXCHANGE OF MAIL WITH BRITISH EAST INDIES.

A postal convention has been concluded with the British post department, establishing and regulating an exchange of mails between the United States and the Straits' settlements and the British East Indies, by means, conjointly, of the United States mail packets plying between San Francisco and Hong-Kong, China, and the British mail packets plying between Hong-Kong and Singapore, Calcutta, Madras, Bombay, and Aden, a copy of which is annexed. Its provisions are similar to those of the postal convention concluded between this department and the colonial government of Hong-Kong, China.

MAIL STEAMSHIP SERVICE TO JAPAN AND CHINA.

During the year ended June 30, 1868, seven round voyages between San Francisco and Hong-Kong were completed by the United States mail packets of the Japan and China line, and two round voyages were completed between said ports during the quarter ended September 30, 1868. The average actual running time on the outward voyages between San Francisco and Hong-Kong, during this period, (omitting the trip during which the steamship Great Republic was disabled by a serious accident in mid-ocean,) was 29 days 21 hours, and 30 days 19 hours on the inward voyages. The Great Republic on her outward trip in March last, when distant 3,327 miles from San Francisco, and 2,100 miles from Yokohama, broke one of her paddle-shafts, but was nevertheless able to proceed on her voyage, reaching Yokohama by the use of one wheel, and attaining, under these adverse circumstances at one of the stormiest seasons of the year, the remarkable speed of 173 nautical miles a day. The steamship New York, prudently stationed at Yokohama, to guard against possible accidents, completed the voyage of the disabled ship,

and thus, notwithstanding the outward voyage was by this accident protracted eight days, the round voyage to Hong-Kong and return was terminated at San Francisco within two days of the regular schedule time. The timely precaution of the contractors in providing a spare ship at Yokohama, to guard against the possibility of an interruption of the service, and the energy which they manifested on this occasion in completing the round voyage with as little delay to the mails as possible, are worthy of commendation.

The new steamer Japan, 4,350 tons government register, was added to the line in August last, and the company state that they expect to place the America in service during the coming summer, thus completing the full number of four steamers required by the contract, although three only are actually required to perform monthly voyages, the fourth furnishing the means of relieving the others in case of repairs or accident.

The branch line between Yokohama and Shanghai, touching at Hiogo and Nagasaki, has been run in regular connection with the main line, and has proved a very important addition to the service. The qualified permission granted by the department to the contractors in April, 1867, to terminate the voyage of the large ships at Yokohama, and to employ one or more branch steamships of a less size to do the service between Yokohama and Hong-Kong, to which reference was made in the last report, was not executed, the company notifying the department of its decision not to avail itself of said permission, but to continue the service by the large ships to Hong-Kong as provided by the contract. In like manner the company did not avail itself of the authority given at the same time to change the Japan port of calling from Yokohama to Osaka, their president deciding that it would not be for the interest of the government or that of the company to make such change.

The regular monthly trips provided for by the law authorizing the establishment of this service, and by the contract made in pursuance thereof, delayed by unavoidable causes, which have been satisfactorily explained, were begun on the 3d of June, 1868, and have since been regularly maintained.

It was hoped that the discovery by American citizens of a small group of islands midway between California and China, and conveniently situated with respect to this steamship route, would have resulted in increasing the efficiency of the service by relieving the steamships from the necessity of carrying the great weight of coal required for consumption on their long voyage of 5,000 miles, and the efforts of the contractors to effect this desirable improvement were regarded with great interest. But, unfortunately, the surveys made by officers of the navy, as well as those of the steamship company, demonstrated that the project was impracticable of execution at present, owing to shoalness of water at the entrance to the harbor. If it should prove feasible, however, as I am informed is the opinion of competent naval officers whose attention has been given to the subject, to obtain the necessary increased depth

of water on the bar, by a reasonable expenditure, the propriety and expediency of undertaking the work would be a question worthy the attention of our government, as well for the attainment of this object as for other public advantages of a national and commercial character, that will readily suggest themselves.

In view of the rapidly-growing importance of our relations, political and commercial, with the great empires of China and Japan, and of the prospective development of our Pacific States, as well as of the territory west of the Rocky mountains and east of the Sierra Nevada, rich in natural resources, but now sparsely peopled, it becomes an important question for consideration whether provision should not be made for an increase and extension of the service on the Japan and China mail line. While submitting this matter to the wisdom of Congress, and without being prepared to offer any suggestions at present as to details, I am clearly of the opinion that the best interests of the government and people of the United States require that the period of the completion of the Pacific railway across our continent ought not to be allowed to pass without making adequate provision for placing its western terminus at San Francisco in at least semi-monthly communication with China and Japan. Any legislation with this object should follow the safe and practicable precedent furnished by the successful working of the act authorizing the present service.

MAIL STEAMSHIP SERVICE TO BRAZIL AND TO THE HAWAIIAN ISLANDS.

The required number of monthly trips have been satisfactorily performed by the contractors on the mail steamship route between New York and Rio de Janeiro, Brazil, the average time occupied on the outward voyages being 27 days 8 hours, and on the inward voyages 26 days; and on the mail steamship route between San Francisco and Honolulu (Hawaiian Islands) the contractors performed eight round trips from 15th October, 1867, to 30th June, 1868, the average length of the outward voyages being 11 days 1 hour, and of the inward voyages 12 days 3 hours.

PROPOSED CONTRACT WITH "THE COMMERCIAL NAVIGATION COMPANY."

I have had under careful consideration the provisions of the act of Congress approved July 27, 1868, authorizing and empowering the Postmaster General "to contract with the Commercial Navigation Company of the State of New York—a corporation existing under the laws of the State of New York, under a special charter passed by the legislature of said State, under the date of April 23, 1866—for the weekly or semi-weekly conveyance of all European and foreign mails of the United States between New York and Bremen, touching at Southampton, England, or Liverpool, touching at Queenstown, in first-class sea-going steamships, to be constructed in the United States, and owned by said company, for a term not exceeding fifteen years;" and after a thorough examination of the subject in all its bearings, in which I consulted the

Attorney General on the legal questions involved, I decided, in the exercise of the discretion given to me, that it was impracticable to make a contract with said company for only a weekly or semi-weekly mail service to Europe, and accordingly declined to execute a contract in the manner and on the conditions therein stated. I have, however, advised said company of my willingness to make a conditional contract, subject to the approval of Congress, for the conveyance of the United States mails to Europe by American steamships, of sufficient number to perform at least four outward trips per week—that being the present number of weekly mails to Europe—and with the additional stipulations necessary to insure regularity and efficiency in the service always inserted in ocean mail steamship contracts; said contract to be approved by Congress by the passage of an act or joint resolution ratifying the same. In view of the great importance of this subject, I earnestly commend the proposed contract to the careful consideration and action of Congress.

CONTINUANCE OF MAIL SERVICE IN TIME OF WAR.

I fully concur in the recommendation of my predecessor, Postmaster General Dennison, in his annual report of November 2, 1864, that provision should be made, by treaty stipulations between nations or otherwise, for the exceptional treatment of regular mail packets in time of war, by authorizing such packets, under proper safeguards against the transportation of persons or articles contraband of war, to continue their navigation without impediment or interruption.

Such a principle ought to be universally recognized and adopted, as all governments and peoples have a common interest in maintaining regular and uninterrupted postal communications between nations in time of war; and I respectfully recommend that the Postmaster General be authorized, by and with the advice and consent of the President, to incorporate such a stipulation in the postal conventions already concluded, or hereafter to be made, with foreign governments.

APPOINTMENTS.

The operations of the appointment office may be summed up as follows:

Number of post offices established during the year.....	2,167
Number discontinued.....	849
Increase of offices.....	1,318
Number of offices in operation on June 30, 1867.....	25,163
Number of offices in operation on June 30, 1868.....	26,481
Number of offices subject to appointment by the President.....	849
Number by the Postmaster General.....	25,632

Changes made during the year.

Appointments made to fill vacancies by resignations.....	4,021
Appointments made to fill vacancies by removals.....	1,194
Appointments made to fill vacancies by change of name and sites	167

Appointments made to fill vacancies by death of postmasters...	267
Appointments made to fill vacancies by establishment of new offices	2,167
Number of cases acted upon.....	8,665

Special agents, route agents, mail-route messengers, postal-railway clerks, local agents, and baggage-masters in service during the fiscal year ending June 30, 1868.

	Aggregate compensation.
49 special agents, five of whom are in charge of the mails between San Francisco, China and Japan, at a compensation each of \$1,600 a year, and \$2 a day for subsistence.....	\$121, 095 00
490 route agents.....	478, 380 00
54 mail-route messengers	29, 890 00
232 postal railway clerks.....	274, 300 00
69 local agents.....	48, 405 00
150 baggage-masters.....	9, 000 00
	<hr/>
	961, 070 00
	<hr/>

LETTER-CARRIERS.

The free-delivery system has been in operation during the year in 48 of the principal cities. It has continued to grow in popular favor, and has, to a great extent, supplanted the general and box deliveries. In Philadelphia, Chicago, St. Louis, Cleveland, Louisville, and other cities, the number of post-office boxes has been greatly reduced, and the hope is confidently entertained that this mode of delivery will ultimately supersede all others. Its necessity in large cities is illustrated by the single example of New York, with its 6,000 boxes representing 30,000 names, any one of which *each* sorting clerk must be able to recall and associate with the proper box on the instant, a work impossible to be done without liability to error. This difficulty necessarily increases with the growth of the city, and finds no remedy (for the reason stated) in the multiplication of clerks.

The only remedy for this evil known to me is the delivery by carrier, which, after years of experience, has received the sanction of the principal postal departments of Europe, and which, by inducing the habit of directing letters to street and number, renders the sorting comparatively simple, and the delivery accurate and reliable.

Where the system has been judiciously and energetically conducted, the people have not been backward in acknowledging its merits, and availing themselves of its benefits.

The experience acquired by carriers has greatly facilitated operations, and enabled them to perform an additional amount of work with less proportionate labor.

I would here respectfully suggest that some legislative expression favoring the retention of experienced and efficient carriers would, by making their tenure of office dependent on themselves, conduce to more exemplary conduct, better order, and a more faithful discharge of duty. It would, besides, give stability to the system, conciliate public confidence towards it, and extend its usefulness.

While it is gratifying to state that the postage on *local* matter has increased, in some cities, as high as 300 per cent., during the last four years, still experience has shown that, in general, the postage from this source is insufficient to meet the expense of this mode of delivery, especially in the smaller cities. This, however, should not be expected, nor can it be used as an argument against it, since the local matter constitutes a very small portion of the matter handled. Besides, the facilities afforded by this delivery must operate to increase *mail* letters as well as local, but whether in the same ratio cannot now be determined for want of the proper data.

Its benefits are also observable in the more thorough and accurate delivery of letters, especially in the populous cities where there are so many persons of the same name, the street and number serving to identify the person addressed. Many of these letters would without the carrier's delivery be advertised and sent to the dead letter office to be there destroyed, or returned to the *writers* at considerable expense to the department, and after many vexatious disappointments to correspondents.

The aggregate results for the year are shown in the following figures:

The number of letter-carriers employed was 1,198; mail letters delivered 64,349,486; local letters delivered 14,081,906; newspapers delivered 16,910,715; letters collected 63,164,625; amount paid carriers, including incidental expenses, \$995,934 59; postages on local matter \$475,982 36. (See tabular statements in the appendix.)

READJUSTMENT OF SALARIES.

Under the provisions of the 2d section of the postal act approved July 1, 1864, postmasters are now paid stated salaries, in accordance with the amount of business done, instead of commissions, as formerly. These salaries have to be reviewed and readjusted once in two years, throwing upon this office a large amount of extra labor.

The readjustment for the two years commencing July 1, 1868, is now so far completed as to show that the salaries of 26,481 postmasters will amount to \$4,548,137. This business is continually upon the increase, as will appear by a comparison with the two previous adjustments.

For the two years commencing July 1, 1864, the salaries amounted to	\$3,383,381
For the two years commencing July 1, 1866, the salaries amounted to	4,033,728
For the two years commencing July 1, 1868, (as before stated,) the salaries amount to.....	4,548,137

In view of the great importance and responsibility of this branch of business, I would respectfully request authority to appoint one additional fourth-class clerk to take charge of the same.

BLANK AGENCY.

Under the provisions of the 14th section of an act to further amend the postal laws, approved July 27, 1868, a blank agency for the distribution of blanks, wrapping paper, twine, letter balances, and marking-stamps to the several post offices in the United States has been established at Washington, and the agencies heretofore in operation at New York and Buffalo have been discontinued. This change was deemed important and necessary, not only on the score of economy in the distribution of the articles named, but because of the very large amount of property to be purchased and distributed, as well as that the operations of the agency might be under the immediate supervision of the department; and the wisdom of Congress in authorizing its establishment has been fully demonstrated by the recent development of startling frauds perpetrated upon the department under the old system.

The agency has been organized by the appointment of a competent and reliable superintendent—an assistant superintendent of tried integrity and long experience in the business, with the necessary clerks and laborers to insure a prompt and faithful discharge of all the duties devolved upon them.

The increase in the number of post offices in 1867, over the number in operation in 1866, was 1,135. The increase in 1868, over the number in operation in 1867, was 1,318.

The number of postal railway clerks in 1865 was 64; the number in 1866, 83; the number in 1867, 170; the number in 1868, 232.

The annual salaries of postal clerks in 1865 aggregated.....	\$75, 000
Salaries in 1866.....	96, 200
Salaries in 1867.....	197, 500
Salaries in 1868.....	274, 300
Increase of route agents between 1865 and 1868.....	113
Aggregate increase of compensation.....	\$148, 868

Special attention is called to this increase of postal clerks and route agents and to the increase in their compensation. The service has required, and will continue to require, an increase in this class of departmental agents and employés. Congress passed laws authorizing an increase in compensation of route agents, postal clerks, and letter-carriers. I have increased the compensation of these men so far as I have been able, and regret that it is not in my power to pay them still higher salaries. They are not paid enough, any of them.

The number of letter-carriers has been increased from 757 in 1865, to 1,198 in 1868. The amount paid them, including incidental expenses, is \$995,934 59. These men, also, are insufficiently paid, and I would increase their compensation if in my power

DEAD LETTERS.

The whole number of letters of all classes received during the year ended the 30th June last, by actual count, was 4,162,144, showing a decrease of 144,364 letters from the number *estimated* to have been received during the previous year.

Of these letters 3,995,066 were domestic letters; 167,078 were foreign, and were returned unopened to the countries where they originated.

The domestic letters received may be stated as follows:

Ordinary dead letters.....	3,029,461
Drop and hotel letters.....	522,677
Unmailable.....	363,898
Fictitious addresses.....	9,190
Registered letters.....	3,282
Returned from foreign countries.....	66,558

In the examination of domestic dead letters for disposition, 1,736,867 were found to be either not susceptible of being returned, or of no importance, circulars, &c., and were destroyed. About 333,000 more were destroyed after an effort to return them, making about 51 per cent. destroyed. The remainder were classified and returned to the owners as far as practicable.

The whole number returned was 2,258,199, of which about 84 per cent. were delivered to owners, and 16 per cent. returned to department.

Eighteen thousand three hundred and forty letters contained \$95,169 52 in sums of \$1 and upwards, of which 16,061 letters, containing \$86,638 66, were delivered to owners, and 2,124, containing \$7,862 36, were filed or held for disposition; 14,082 contained \$3,436 68, in sums less than \$1, of which 12,513, containing \$3,120 70, were delivered to owners; 17,750 contained checks, drafts, deeds, and other papers of value, representing the value of \$3,609,271 80; of these 16,809 were restored to the owners, and 821 were returned and filed; 13,964 contained books, jewelry, and other articles of property, of the estimated value of \$8,500; of these 11,489 were forwarded for delivery, and 9,911 were delivered to owners; 125,221 contained photographs, postage stamps, and articles of small value, of which 114,666 were delivered to owners, and 2,068,842 letters returned had no enclosures.

Thus, of the ordinary dead letters forwarded from this office, about 84 per cent. were delivered, and of the valuable dead letters, (classed as money and minor,) about 89 per cent. were delivered.

The decrease of money letters received (about 3,000) is probably owing to the growing use of money orders for the transmission of small sums.

Prominent among the causes of the non-delivery of letters is the unmailable character of many of them, ascertained during the past year to be 363,898 letters, showing a decrease of 79,888 from the previous year. Of these, 290,448 were detained for non-payment of postage; 58,387 returned for misdirection or want of proper address; 13,470 were addressed to places for which no mail service had been established, and

1,593 had no address whatever. There were also returned 23,425 letters addressed to persons stopping temporarily at hotels, departures or non-arrivals preventing delivery, and 9,190 found to be addressed to fictitious names. These are mostly cases where the causes of non-delivery appear from the letters themselves, and no effort was made to deliver them.

The number of dead letters returned during the year to foreign countries was 184,183, and the number received from foreign countries was 66,558. It further appears that out of 4,666,673 letters mailed to the United States through British, French, and German mails, 126,866 (or $2\frac{9}{100}$ per cent.) were returned to Europe as dead letters; and out of 5,401,986 letters forwarded from this country through those mails, 30,970 (or $\frac{5}{100}$ per cent.) were returned as dead letters, showing an extraordinary discrepancy between the proportion of dead letters received from Europe and the proportion returned from the United States to European countries.

This difference is doubtless largely owing to causes existing in this country which do not operate in the same proportion in Europe.

The geographical extent of the United States and Territories, as yet largely unsettled, the constant arrival of emigrants in search of new homes in remote regions, and the continual changing of places of abode in a sparsely settled country, all operate to increase the difficulty in the delivery of foreign letters.

The aggregate of postal letter service during the year is estimated at 720,000,000, and the proportion of domestic dead letters to the number of domestic letters mailed is about one to 126.

There were received at this office, during the fiscal year, 5,459 applications for letters, of which 1,151 were answered satisfactorily, the letters applied for being found. About one-third of these applications were for ordinary letters without enclosures, no record of them being kept and search for them being useless.

The amount of money taken from all dead letters undelivered since last report and deposited in the United States treasury was \$27,967 71.

The amount realized from sales of waste paper and deposited was \$1,280 42.

POSTAL MONEY-ORDER SYSTEM.

The number of money-order offices now in operation is 1,468. Since the date of the last annual report 245 additional offices have been established and one office has been discontinued.

The number of orders issued during the year was 831,937,	
of the aggregate value of.....	\$16, 197, 858 47
The number of orders paid was 836,940,	
amounting to.....	\$15, 976, 501 11
To which is to be added the amount of	
orders repaid to purchasers.....	142, 035 92
Total of payments.....	16, 118, 537 03
Excess of issues over payments.....	79, 321 44

The last Annual Report shows that during the fiscal year ending June 30 the aggregate amount of orders issued was \$9,229,327 72, and of orders paid and repaid \$9,071,240 73. Hence it appears that during the last fiscal year there was an increase in the amount of orders issued of 75 per cent., and in the amount of orders paid of 77 per cent. over the corresponding transactions of the previous year. This large and constant increase from year to year in the amount of the money-order business plainly indicates the great utility of this system for the public, as a safe and convenient method of transmitting small sums of money through the mail.

The average sum for which money orders were issued last year was \$19 47, being nearly the same as that of the previous year, \$19 45. The number of duplicates was 3,873, of which 3,792 were issued as substitutes for originals lost in the mails or otherwise; 58 were in lieu of orders rendered invalid because not presented for payment until more than one year after date, and 23 to replace orders made invalid in consequence of bearing, contrary to law, more than one endorsement.

The receipts and expenditures of the last fiscal year, as adjusted and stated by the Auditor, were as follows, viz :

RECEIPTS.

Fees on money orders issued.....	\$124,487 00
Premium received on exchange.....	16 19
	<hr/>
	124,503 19

EXPENDITURES.

Commissions to postmasters and allowances for clerk hire.....	\$65,271 36
Allowances for remittances lost in the mails...	1,769 00
Incidental expenses for stationery and fixtures.	3,304 68
	<hr/>
	70,345 04
	<hr/>
Excess of receipts over expenditures	54,158 15
	<hr/>

Being the gross amount of revenue derived from the transaction of the money-order business.

Under existing law post office blanks of every description are furnished exclusively by the Congressional Printer, hence the cost of money-order blanks used by postmasters is not included in the forgoing statement of expenditures.

In the transaction of the money-order business the smaller offices usually issue more orders than they pay, in consequence of the general tendency to remit money to centres of trade and commerce. For the same reason the number of orders paid at the larger post offices greatly exceeds the number issued; and to supply the latter with sufficient funds

to meet this excess of payments, postmasters at the smaller offices are required to remit promptly to certain first-class offices, designated as their depositories, all surplus funds that may accrue in their hands from the issue of orders. These remittances are made by means of national bank drafts, or in registered packages by mail, when such drafts cannot be procured, as is usually the case at the smaller post offices. During the last year the amount of surplus money-order funds remitted by these methods and deposited in the larger offices was \$11,191,457 04. Whenever a registered package containing money-order funds in course of transmission by mail is reported as missing, a special agent is immediately instructed to investigate the matter, and, if it cannot be found after a reasonable time, credit for the amount of the lost remittance is allowed, provided it is proved, after a thorough examination of all the circumstances of the case by the special agent, that the postmaster not only sent the money in a registered package, but in doing so complied strictly with all the requirements of the department. These are, that he must keep an exact description of the notes remitted by him, and must be ready to prove by the testimony of a disinterested witness that he enclosed these notes in a secure package, which he registered in the mode prescribed, and duly despatched in the mail from his office. As above stated, the sum of \$1,769 was allowed during the last year for lost remittances. In addition to this amount an allowance of \$5,265 was made to the postmaster at Austin, Texas, on account of five lost remittances, proved conclusively to have been duly mailed by him during the first quarter of 1868 to the postmaster at New Orleans, Louisiana. These remittances were stolen by a clerk in the post office of that city, as appears from the report of the special agents for this department, who investigated the case and caused the arrest and commitment of the alleged depredator. The allowance in this instance, however, was not made, and notice thereof transmitted to the Auditor in time for insertion in his report, and will therefore be included in his next annual statement.

The sum of \$1,205,253 01 was transferred by postmasters from the postage to the money-order account, to enable them to meet orders presented for payment at times when their money-order funds were insufficient for the purpose. On the other hand, the transfers from the money order to the postage account amounted to \$1,217,392 45, showing, at the close of the year, a balance in favor of the former account of \$12,139 44.

Application has repeatedly been made to this department during the past year by citizens of the United States who reside in or who frequently visit Panama, New Grenada, for the establishment of a money-order office at the United States consulate of that city. It is represented that such an office would not only afford much needed facilities to American artisans and workmen resident in Panama and vicinity for the transmission of small sums to their families or relations at home, but would also accommodate, in a similar way, the large number of travellers who pass through that city on their way to or from the Atlantic States, as

well as the numerous American sailors who frequent the port. For like reasons it seems desirable that a money-order office should be opened at Aspinwall. I would therefore recommend that the Postmaster General be authorized to establish an agency at each of the cities in question, for the issue and payment of money orders by the United States consul, in the same manner and under the same regulations as at money-order post-offices in the United States. These two consuls at present act as agents of this department for the receipt and despatch of mail matter. The addition of the money-order business to these duties would involve an increase of responsibility and of clerical labor, for which they should receive an additional allowance proportionate to the amount of business transacted.

The department is at present engaged in arranging the details of a convention for the interchange of postal money orders between certain money-order post offices of this country and those of Switzerland. After it shall have been put into successful operation, similar arrangements will gradually be made with other foreign countries which may desire the establishment of an international money-order system.

MISCELLANEOUS.

The law requires the salaries of postmasters to be adjusted once in two years. The aggregate salaries of postmasters, as revised July 1, 1864, was \$3,383,381 77. As adjusted July 1, 1866, the sum was \$4,033,728 17. As adjusted July 1, 1868, the sum was \$4,545,888. The increase in a little over two years, from June, 1866, to and including July, 1868, was \$1,162,506 23. This increase of salaries, under the rules prescribed by law, is encouraging. It is based solely upon the continual increase of the business of the department and of the people.

The increase of the expenses of the postal service, based as it is upon public necessity and public demand, instead of being cause of discouragement, is a subject of congratulation. The restoration of so large a part of the postal service, suspended during the war, and the new service created by Congress since the close of the war, equal to one-third of the amount of service in operation at that time, have produced a less deficiency than existed in time of peace and prosperity previous to 1860.

The proportion of deficiency to revenue is far less now than then, notwithstanding the service is very much greater than ever before. In 1859 the sum of the deficiency was only one million less than the entire revenue. In 1860 the sum of the deficiency was about three millions five hundred thousand dollars less than the entire revenue. For the year 1868 the deficiency is ten millions less than the entire revenue. The majority of the southern States have never paid their own expenses for postal service. They will not do so for a long time to come. With the exception of Iowa and Missouri, none of the States or Territories west of the Mississippi river have ever paid a revenue equal to their postal expenses. The cost of the transportation of the mails in all new States and Terri-

tories, and in all sparsely populated portions of the country, never has been paid by those States or Territories out of their own revenues. It is only as population and business increase, and the country is developed, that postal service can be self-sustaining.

The idea that the Post Office Department can be self-sustaining, in the present condition of the country, is absurd. It cannot be, and ought not to be, for fifty years to come. The revenues will largely increase, and so will expenditures. Ten years hence I estimate the expenses of the Post Office Department at \$40,000,000, and the revenues at \$30,000,000. This increase must go on as long as the country prospers, and mineral, agricultural, and commercial business increases. The mines are not yet all developed. The lands are not all cultivated. The rivers are not all navigated. The railroads are not all surveyed. The cities are not all built. The sea has not given us all we have a right to exact. Our country is not finished. Until it is finished, he is not a wise nor a sagacious man who assumes that the postal service will pay for itself.

The Post Office Department can be made self-sustaining in one way, and that is by cutting off the postal service in the States and Territories where the receipts for postages are not equal to expenses. This would exclude all but Iowa and Missouri west of the Mississippi, and all the States overborne by the rebellion. It could further economize by withdrawing all aid from the China, Brazil, and Sandwich Islands steamship lines, thus saving \$725,000. It could save \$995,000 by abolishing the letter-carrier system for the cities. It could also economize to the extent of over \$700,000 by overturning the system of postal cars. It is true that in public estimation the letter-carriers for cities are thought to be almost indispensable, but the system costs money and brings small revenue. It is all disbursement and no receipt. What if from 12 to 24 hours are saved in the transmission of mails between Washington and Cincinnati, or St. Louis, or Chicago, and the whole west and northwest, by these travelling post offices, which put off and receive mails while travelling at thirty miles an hour, and which receive mails, make up mails, and distribute mails as they go hurrying along? It costs money, and the government, like a miser, can keep its money in its chest. It gives no return and helps nobody, but is safely hoarded. A halting, timid, illiberal policy like this will save one million and lose twenty. Every dollar put out by the government in subsidies to build railroads, in subsidies to aid ocean commerce, in liberal appropriations to open lines of travel and develop material resources in a great nation like this, is money put out at exorbitant usury, and will bring returns in development of material wealth, and in making the nation great and rich and strong in everything of value and interest to a great people.

FRANKING.

I have twice in my annual reports called attention to the gross abuses of the franking privilege. It becomes my duty again to speak of the

frauds perpetrated upon the revenues of the Post Office Department by these abuses. I have had occasion frequently during the past year to call the attention of members of Congress to the use of their names in sending mailable matter free under a *fac simile* frank. Three dollars will buy the *fac simile* frank of any member of Congress, and the use of it by claim agents and business men in cities in sending books, periodicals, letters, and business circulars, defrauds the department out of immense sums of money. It is estimated that the loss to the department by this species of abuse of the franking privilege has amounted to from one million to one million and a half of dollars during the past year. On former occasions I have urged, in order to avoid the continuance of this serious cheat in the use of names of members of Congress without their knowledge or consent, that the law be so changed as to require the written signature of the person exercising the franking privilege upon the matter franked; and to relieve the heads of departments and bureaus of great labor, that a franking clerk be authorized by law for each department of the government, with the right to frank all matter pertaining to the department for which he is so appointed; and to relieve members of Congress from great labor and care, that one or more franking clerks be appointed for each house of Congress to frank such letters and public documents as it is desirable to send free through the mails. I have thus far failed to secure any attention to these urgent appeals, and am becoming satisfied that the only way to avoid an abuse which is becoming systematized and which is so severe a tax upon the revenues of the department is to abolish the franking privilege altogether.

POST OFFICES IN BOSTON AND NEW YORK.

In the city of Boston the government has purchased, for a large sum of money, a very valuable site for a post office and for revenue offices. It is of very great importance, both to the postal and revenue service, that at as early a day as possible plans for buildings should be adopted and appropriations made to erect them. There is no occasion for any delay, and every reason that economy and public necessity can suggest why the work should go immediately forward. Boston is the capital of New England, and the government ought to erect public buildings there which would gratify the pride of that people and do honor to itself.

I must again urge that steps be immediately taken to erect a suitable post office in the city of New York. A most eligible site has been purchased there for this purpose. The necessities of the public service demand that there shall be no further delay in this case. The building now occupied for a post office is what is left of an old church. It is patched and battered, full of dark corners and discomforts. The sunlight can scarcely penetrate its gloomy interior. Gas is burnt there day and night, and men work by it. It is over an old graveyard, and under its rotten floors lie skulls and bones, and the damp mould of dead men. On removing the floors for repairs a short time ago, these unwelcome

sights were exposed to view. The building is unfit for any use whatever; yet there, in summer and winter, in heat and cold, by gaslight, from night until morning, and from morning until night, 300 men are at work for the people of the whole United States, and inhaling a poisoned atmosphere every breath they draw. It is a disgrace to the city of New York and a disgrace to the nation. An average of nearly 30 men are sick all the time from laboring in that unwholesome place. The Post Office Department pays every year for extra help on account of it a sum equal to the interest on half a million of dollars. It is not always that the commercial and moneyed centre of a nation is the same. But the city of New York is both the moneyed and commercial centre of the western hemisphere. In 50 years it may be the moneyed centre and commercial centre of the world. In less than 20 years the city will contain a population of at least 3,000,000 of people—a population equal to that of all the colonies at the date of the Revolution. It is time now to begin to do something to meet its growing necessities. The post office building is unsafe. It is liable at any time to burn down, and scarcely a day passes but there goes through that office, in money, drafts, and securities, from \$10,000,000 to \$30,000,000 in value. To erect suitable public buildings there is the nation's work, and the nation's representatives ought to attend to it.

In the year 1854 the deficiency of the department, as between revenues and expenditures, was \$1,621,837 90; in the year 1855 the deficiency was \$2,626,206 16; in the year 1856 it was \$2,787,046 50; in the year 1857 it was \$3,453,718 40; in the year 1858 it was \$4,543,843 70; in the year 1859 it was \$6,996,009 26; in the year 1860 it was \$5,656,705 49; in the year 1861 it was \$4,557,462 71; in the year 1862 it was \$2,112,814 57; in the year 1863 it was \$150,417 25; in the year 1864 it was \$206,532 42; in the year 1865 there was a surplus of revenues over expenditures of \$861,430 42; in the year 1866 the excess of expenditures over revenues left a deficiency of \$965,093 09, making the expenditures for the year ending June 30, 1866, \$1,826,523 57 greater than for the year ending June 30, 1865. The years 1865 and 1866 above mentioned were the two years in which the department was administered by my immediate predecessor. The deficiency for the year ending June 30, 1867, was \$1,906,789 92, including as revenue \$900,000 drawn under acts making appropriations for carrying free mail matter, and not including as expenditure \$1,191,666 67 paid for service for which special appropriation was made.

The actual difference between revenues, independent of special appropriations, and expenditures, including special appropriations, was \$3,998,456 59.

The revenues, independent of special appropriations, for the year ending June 30, 1868, were \$16,292,600 80; and the expenditures, including service for which special appropriations were made, were \$22,730,592 65, showing an excess of expenditures of \$6,437,991 85. To meet this defi-

ciency there were drawn under appropriations made for carrying free matter \$3,800,000, and under acts making special appropriations for overland mail and marine service between New York and California, \$1,125,000; steamship service between San Francisco, Japan, and China, \$125,000; between the United States and Brazil, \$150,000; for carrying mail on routes established by acts passed during the first session of the 39th Congress, \$486,525; and for preparing and publishing post-route maps, \$10,000; leaving a deficiency, as stated in the first part of this report, for the year ending June 30, 1868, of \$741,466 85.

It is seen from the foregoing statement of receipts, expenditures, and appropriations that in supplying necessary postal accommodations for the people, the excess of expenditures over revenues rapidly increased from 1854 to 1859 and 1860, inclusive; the deficiency for 1859 being \$6,996,009 26, and for the year 1860 being \$5,656,705 49. After the year 1860 the expensive service in the southern States began rapidly to diminish, until in the year 1865 there was so little mail service performed in the States involved in the rebellion that the revenues exceeded the expenditures by \$861,430 42. The service was almost entirely suspended. Directly after the war ended and during the second year of the administration of my immediate predecessor, ending June 30, 1866, the Postmaster General entered upon the serious task of restoring the service in the insurgent States. In the States of Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, and Texas, the service was restored during the year ending June 30, 1866, to an extent costing \$1,086,527.

In the same States the cost of service for the year ending June 30, 1867, increased to \$1,891,531, and for the year ending June 30, 1868, it increased to the sum of \$2,168,459. This expenditure was for transportation alone, and include none of the other large expenses necessarily connected with the postal service in those States.

Before the rebellion, and in times of ordinary prosperity, the excess of expenditures over the revenues of the department was nearly \$7,000,000. The almost total abandonment of the service in the southern States, and the rapid increase of revenues growing out of the remarkable increase of correspondence connected with the army and army operations, and of domestic correspondence between soldiers and their families and friends, soon brought expenses and revenues near together, and in the year ending June 30, 1865, left an unexpended balance in the treasury as before stated.

In the year ending June 30, 1865, the aggregate length of routes was 142,340 miles, and the annual transportation reduced to 57,993,694 miles.

During the year ending June 30, 1866, the aggregate length of routes had increased to 180,921 miles, and the annual transportation to 71,837,914 miles, an increase of 38,581 miles in length of routes, and of 13,844,220 miles in annual transportation.

During the year ending June 30, 1867, the aggregate length of routes

had increased to 202,245 miles, and the annual transportation to 78,982,789 miles, an increase of 21,324 miles in length of routes, and an increase in transportation of 7,144,875 miles over the previous year.

During the year ending June 30, 1868, the aggregate length of routes increased to 216,928 miles, and the annual transportation increased to 84,224,325 miles, an increase of 14,683 miles in length of routes, and 5,241,516 miles in annual transportation.

Since the 30th day of June, 1865, and to the 1st day of July, 1868, three years, the aggregate length of mail routes has increased 74,588 miles, and the annual transportation has increased 26,230,631 miles.

Since I came to the head of the Post Office Department, in July, 1866, after the close of my immediate predecessor's second and last year as Postmaster General, the aggregate length of mail routes put under contract, and in actual operation, up to the 1st day of July, 1868, is 36,008 miles, and the increase of annual transportation for the time increased 12,386,411 miles.

The increase of service, and great increase of the expenses of the department for inland mail transportation, have not all arisen from the restoration of mail service in the late disordered States. A large amount of the service in operation previous to the war, and discontinued during the war, has not yet been restored. In addition to the increased and increasing railroad transportation, with its increasing expenses, Congress, by a series of acts, between the 3d day of March, 1865, and the 25th day of July, 1868—a little over three years—created 1,267 new mail routes, with an aggregate length of 48,744 miles, to wit:

By act of March 3, 1865, 114 routes—6,640 miles.

By act of March 14, 1866, 76 routes—4,901 miles.

By acts of July 18 and 26, 1866, 367 routes—15,741 miles.

By act of March 2, 1867, 139 routes—4,888 miles.

By act of March 30, 1868, 386 routes—10,779 miles.

By act of July 25, 1868, 185 routes—5,795 miles.

Of these, 33 were established in the late rebel States, with an aggregate length of less than 1,000 miles. One hundred were established in the Territories, with an aggregate length of 12,141 miles. The following is a complete list of States and Territories in which such service was established, with the amount of such service in each State:

Mail routes authorized by acts of Congress, from March 3, 18 5, to July 25, 1868, inclusive.

Name of State or Territory.	Aggregate No. of routes.	Aggregate No. of miles.	Name of State or Territory.	Aggregate No. of routes.	Aggregate No. of miles.
Alabama.....	1	.....	New York.....	69	871
Arkansas.....	3	126	North Carolina.....	4	.....
California.....	46	3,242	Ohio.....	56	883
Connecticut.....	1	15	Oregon.....	22	1,092
Delaware.....	6	39	Pennsylvania.....	141	1,690
Florida.....	.....	.....	Rhode Island.....	1	.....
Georgia.....	.....	.....	South Carolina.....	1	.....
Illinois.....	66	1,339	Tennessee.....	2	30
Indiana.....	47	953	Texas.....	.....	.....
Iowa.....	131	3,728	Vermont.....	9	96
Kansas.....	85	4,411	Virginia.....	1	37
Kentucky.....	17	556	West Virginia.....	20	323
Louisiana.....	1	72	Wisconsin.....	38	1,012
Maine.....	22	311	TERRITORIES.		
Maryland.....	20	149	Arizona.....	4	1,690
Massachusetts.....	3	50	Colorado.....	12	536
Michigan.....	64	1,650	Dakota.....	7	760
Minnesota.....	119	4,260	Idaho.....	16	1,726
Mississippi.....	2	57	Montano.....	37	4,661
Missouri.....	86	3,655	New Mexico.....	14	1,475
Nebraska.....	46	2,491	Utah.....	7	603
Nevada.....	21	3,437	Washington.....	3	690
New Hampshire.....	2	23	Wyoming.....	.....	.....
New Jersey.....	10	67			

I have the satisfaction of stating that a decree has been rendered in the high court of chancery of the Dominion of Canada, in the "stamp case," (the *United States vs. Boyd et als.*) in favor of the plaintiffs. This action was brought to recover United States postage stamps of the value of about \$10,500, which had been stolen in July, 1864, from the steamer *Electric Spark*, conveying the United States mails from New York to New Orleans, which was captured at sea by the armed steamer *Florida*, a piratical vessel, sailing under rebel colors. The court sustained the right of the United States to the stamps, awarding costs of suit, and ordering the return of the stamps to this country. The preparation of the case in this country was chiefly conducted by Joseph A. Ware, esq., solicitor of the auditor's office, who deserves great credit for his diligence and skill; and the case was prosecuted under the counsel and direction of Hon. Caleb Cushing. The report of the solicitor of the auditor's office, and the opinion of the chancellor, is published in the appendix.

The subject of connecting the postal service with the magnetic telegraph is one deserving the special attention of Congress. An independent report on the subject will be prepared and submitted for consideration at an early day.

The rapid growth of the postal service of the United States since the present organization of the Post Office Department was established by

the act of July 2, 1836, has devolved on its officers an amount of business of so extensive, varied, and responsible a character, that a reorganization, wisely adapted to the present and prospective condition of the service, is necessary to secure the greatest practicable efficiency in its administration. I will take an early opportunity to prepare, and submit to Congress for its approval, a plan for its reorganization.

Respectfully submitted:

ALEX. W. RANDALL,
Postmaster General.

The PRESIDENT.

APPENDIX.

Estimates for expenditures (out of the revenue) for the fiscal year ending June 30, 1870.

For mail transportation, inland, including overland and sea mail to California	\$13,231,563 00
For mail transportation, foreign	450,000 00
For ship, steamboat, and way letters	8,000 00
For compensation to postmasters	4,546,000 00
For clerks for post offices	2,500,000 00
For payments to letter-carriers	1,000,000 00
For wrapping paper	70,000 00
For twine	20,000 00
For letter balances	4,000 00
For compensation to blank agents and assistants	8,000 00
For office furniture	2,500 00
For advertising	40,000 00
For postage stamps and stamped envelopes	500,000 00
For mail depredations and special agents	118,350 00
For mail bags and mail-bag catchers	130,000 00
For mail locks, keys, and stamps	37,000 00
For miscellaneous payments, including balances due foreign countries	875,000 00
For retransfer to money-order account, being money transferred by postmasters and deposited in the treasury as postage receipts	1,000,000 00
Total	24,540,413 00

Expenditures under special appropriations.

Steamship service between San Francisco, Japan, and China	\$500,000 00
Steamship service between the United States and Brazil	150,000 00
Steamship service between San Francisco and the Sandwich Islands	75,000 00

Postage stamps, stamped envelopes, and newspaper wrappers issued during the fiscal year ending June 30, 1868.

	Quarter ending Sept. 30, 1867.	Quarter ending Dec. 31, 1867.	Quarter ending Mar. 31, 1868.	Quarter ending June 30, 1868.	Total
POSTAGE STAMPS.					
One-cent	2,163,300	2,805,300	3,774,400	3,219,800	11,962,800
Two-cent	12,549,000	14,356,800	18,607,900	15,475,980	60,939,680
Three-cent	71,696,900	74,390,800	78,802,700	74,431,400	299,321,800
Five-cent	192,860	269,400	262,300	223,920	947,480
Ten-cent	1,083,730	1,195,930	1,573,810	1,281,720	5,145,190
Twelve-cent	201,075	416,875	995,800	759,175	2,372,925
Fifteen-cent	295,900	324,360	303,940	206,420	1,130,620
Twenty-four-cent	476,225	366,700	110,425	43,425	996,775
Thirty-cent	107,520	130,370	73,620	83,910	395,420
Ninety-cent	18,430	13,550	8,299	7,630	47,890
Amount	\$2,774,167	\$2,917,969	\$3,165,606	\$2,678,502	\$11,736,264
NEWSPAPER AND PERIODICAL STAMPS.					
Five-cent	10,000	.....	10,000	20,000	40,000
Ten-cent	20,000	25,000	20,000	50,000	115,000
Twenty-five-cent .....	.....	.....	5,000	.....	5,000
Amount	\$2,500	\$2,500	\$3,750	\$6,000	\$14,750

REPORT OF THE POSTMASTER GENERAL.

Postage stamps, stamped envelopes, and newspaper wrappers—Continued.

	Quarter ending Sept. 30, 1887.	Quarter ending Dec. 31, 1887.	Quarter ending Mar. 31, 1888.	Quarter ending June 30, 1888.	Total.
STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.					
One-cent.....	1,000	11,000	4,000	5,750	21,750
Two-cent.....	1,557,750	1,502,750	2,030,000	1,232,000	6,322,500
Three-cent.....	9,148,550	9,354,500	9,680,050	9,716,000	37,879,100
Six-cent.....	75,850	57,250	39,950	49,700	222,750
Nine-cent.....	1,900	7,600	350	1,200	11,050
Ten-cent.....	15,850	12,700	14,100	12,000	54,650
Twelve-cent.....	1,050	950	1,600	450	4,050
Eighteen-cent.....	450	400	700	.....	1,550
Twenty-four-cent.....	550	300	600	.....	1,450
Thirty-cent.....	450	350	600	.....	1,400
Forty-cent.....	1,350	600	100	.....	2,050
Wrappers, one-cent.....	.....	.....	.....	8,000	8,000
two-cent.....	731,500	774,850	1,047,250	811,000	3,364,600
Amount.....	\$327,572 50	\$332,299 00	\$355,907 00	\$336,621 50	\$1,352,400 00
STAMPED ENVELOPES BEARING A REQUEST FOR THE RETURN OF UNCLAIMED LETTERS, ETC.					
One-cent.....	12,500	4,000	6,500	8,500	31,500
Two-cent.....	112,750	153,000	195,000	186,500	647,250
Three-cent.....	5,531,250	5,963,250	6,383,000	6,835,500	24,713,000
Six-cent.....	12,000	12,500	27,500	21,500	73,500
Nine-cent.....	.....	1,000	.....	1,000	2,000
Ten-cent.....	.....	500	500	.....	1,000
Twelve-cent.....	.....	500	1,000	.....	1,500
Amount.....	\$169,637 50	\$182,947 50	\$197,275 00	\$210,260 00	\$759,520 00
		Number.	Value.		
Whole number of stamps, postage.....		383,310,500	\$11,735,264 00		
periodicals.....		160,000	14,750 00		
		383,470,500	11,751,014 00		
Whole number of stamped envelopes, plain.....		44,522,300	\$1,285,212 00		
request.....		25,469,750	753,590 00		
		69,992,050	2,044,738 00		
Whole number of newspaper wrappers.....		3,372,600	\$67,372 00		

A. N. ZEVELY,
Third Assistant Postmaster General.

REPORT OF THE POSTMASTER GENERAL.

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Comparative statement of the disposition of dead letters during the fiscal years of 1867 and 1868.

	1867.		1868.		Increase.		Decrease.	
Number of letters containing one dollar and upwards	21,365	\$138,365 00	18,340	\$95,196 52			3,025	\$43,168 48
Amount contained	18,577	127,135 43	16,061	86,638 66			2,516	40,496 77
Number of letters containing less than one dollar	13,770		14,082		312			
Amount contained		3,869 34		3,436 68				432 56
Number delivered	10,372		12,513		2,141			
Amount contained		3,465 09		3,120 70				364 39
Number of letters containing bills of exchange, &c.	21,262		17,750				3,512	
Nominal value		5,109,554 48		3,609,271 80				1,500,282 68
Number delivered	19,991		16,809				3,182	
Nominal value		4,918,731 00		3,248,344 62				1,670,386 38
Number of letters containing miscellaneous articles	146,445		125,221				21,224	
Number delivered	123,571		114,666				8,905	
Number of ordinary letters without enclosures	3,900,173		3,822,266				77,907	
Number sent out for delivery	1,677,875		2,085,399		407,524			
Number delivered	1,421,871		1,762,668		340,797			
Total number of all classes delivered	1,611,686		1,906,990		295,304			
Total number of all letters filed	18,553		17,923				630	
Number of letters returned to foreign countries	186,169		184,183				2,006	
Number of letters destroyed	2,490,080		2,070,153				419,927	

A. N. ZEVELY, Third Assistant Postmaster General.

POST OFFICE DEPARTMENT,
Contract Office, October 31, 1868.

SIR: For a statement of the mail service for the contract year ended June 30, 1868, I respectfully refer you to the tables hereto annexed.

Table A exhibits the character of the service, the length of routes, the number of miles of transportation and the cost thereof, as it stood at the close of the contract year.

Table B exhibits the railroad service as in operation on the 30th of June, 1868, also the cost per mile in each State.

Table C exhibits the steamboat service for the current year, showing the particulars of each route.

Table D shows the increase and decrease of mail transportation and cost in the several States and Territories during the year ended June 30, 1868.

Table E shows the readjustment of the rates of pay per mile on certain railroad routes, based upon returns of the weight of the mails conveyed and the accommodations provided for mails and agents of the department, received in response to the "railroad weight circular" referred to in the last Annual Report, (page 11,) accompanied by an alphabetical index for easy reference.

I have the honor to be, very respectfully your obedient servant,

GEORGE WM. MCLELLAN,

Second Assistant Postmaster General.

Hon. ALEXANDER W. RANDALL,

Postmaster General.

A.—Table of mail service for the year ended June 30, 1893, as exhibited by the state of the arrangements at the close of the year.

[The entire service and pay are set down to the State under which they are numbered, though extending into other States, instead of being divided among the States in which each portion of it lies.]

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual trans- portation by steam- boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.					
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.				
Maine.....	4,480	3,919	71,451	568	56,425	568	56,425	1,578,512	417,144	1,995,656	127,676
New Hampshire.....	1,915	1,429	27,294	423	37,489	423	37,489	809,256	377,308	1,186,564	65,929
Vermont.....	2,923	1,711	34,938	513	67,892	513	67,892	1,042,004	443,770	1,485,774	102,830
Massachusetts.....	2,592	1,065	42,011	1,459	194,116	1,459	194,116	775,056	1,624,555	2,400,611	240,103
Rhode Island.....	525	902	6,091	183	17,911	183	17,911	109,460	92,439	191,899	26,503
Connecticut.....	1,660	902	94,739	738	99,795	738	99,795	469,196	832,654	1,301,850	124,524
New York.....	10,917	7,421	197,799	3,279	448,090	3,279	448,090	3,294,377	4,572,828	8,012,323	654,528
New Jersey.....	2,196	1,373	34,893	854	115,909	854	115,909	556,144	44,928	601,072	153,290
Pennsylvania.....	13,146	10,074	906,315	9,989	265,732	9,989	265,732	3,407,280	53,040	3,460,320	478,347
Delaware.....	513	353	9,595	160	14,063	160	14,063	153,400	145,354	298,754	32,678
Maryland.....	2,871	2,001	52,839	36	547	36	547	863,710	1,264,416	2,144,356	277,964
Ohio.....	11,092	6,774	190,820	239	6,988	4,069	550,374	2,088,818	3,900,491	6,084,623	678,193
West Virginia.....	4,290	4,000	49,833	250	12,149	40	3,440	696,046	156,312	852,358	65,423
Virginia.....	8,694	6,745	111,692	617	37,675	1,323	112,444	1,442,012	34,960	1,476,972	181,761
North Carolina.....	6,680	5,641	73,103	137	2,689	913	62,965	1,860,002	1,034,664	2,894,666	136,397
South Carolina.....	3,300	2,343	33,615	1,047	89,550	365,949	365,949	3,297,923	911,723	4,209,646	123,965
Georgia.....	4,318	2,671	49,715	155	1,526	1,492	115,769	462,332	1,171,711	1,633,043	167,030
Florida.....	4,791	1,296	36,293	3,112	58,000	373	90,032	1,297,356	184,641	1,481,997	104,345
Michigan.....	8,117	5,497	112,005	1,163	126,968	1,163	126,968	1,670,798	317,166	2,000,964	261,860
Indiana.....	7,120	5,392	76,835	1,796	212,535	3,131	387,773	1,837,860	1,768,550	3,606,410	591,668
Illinois.....	9,685	6,564	134,114	3,131	387,773	3,131	387,773	1,965,018	3,426,800	5,391,818	521,668
Wisconsin.....	7,563	6,141	100,774	259	12,513	1,163	126,968	1,965,018	91,130	2,056,148	226,040
Iowa.....	8,235	7,333	137,722	908	83,111	2,992,380	2,992,380	3,292,380	661,870	3,954,250	190,833
Missouri.....	8,909	7,988	144,466	981	126,968	1,163	126,968	1,965,018	890,016	2,855,034	270,554
Minnesota.....	6,215	5,464	104,681	370	16,897	381	97,039	1,310,651	336,361	1,647,012	148,197
Kentucky.....	6,391	4,894	86,528	878	140,018	619	63,325	1,300,816	481,454	1,782,270	189,871
Tennessee.....	4,977	4,096	60,681	941	77,301	747,580	747,580	862,602	749,796	1,612,398	137,862
Alabama.....	6,672	5,192	108,074	967	84,472	862,602	862,602	1,300,816	604,040	1,904,856	209,046
Mississippi.....	3,913	2,913	66,541	964	91,965	964	91,965	1,300,816	604,040	1,904,856	158,596
Arkansas.....	6,370	5,600	183,385	729	27,000	48	4,800	1,391,658	630,363	2,022,021	915,125
Louisiana.....	4,418	2,278	130,363	307	99,800	307	99,800	1,391,658	185,172	1,576,830	263,183
Texas.....	10,381	9,221	311,619	357	52,500	357	52,500	1,391,658	199,728	1,591,386	387,879

* The Philadelphia, Wilmington and Baltimore railroad is under a Maryland charter.

† This includes steamboat from Louisville to Cincinnati, and from Evansville, Indiana, to Cairo, Illinois.

A.—Table of mail service for the year ended June 30, 1868, &c.—Continued.

States and Territories.	Length of routes.	Annual transportation and cost.								Total annual trans- portation by color- ity, certainty, and security.	Total annual trans- portation by steam- boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.								
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.					
California.....	12,607	5,453	384,788	6,927	*174,500	237	*82,180	1,949,298	499,536	926,070	9,674,834	641,468		
Oregon.....	2,102	1,784	341,253	3,318	82,490	.....	.....	685,392	125,216	.....	790,608	353,633
Kansas.....	5,215	4,812	1489,766	.....	.....	423	161,800	1,940,000	.....	483,356	2,423,356	551,598
Nevada.....	1,704	1,704	941,180	.....	.....	.....	.....	714,764	.....	.....	714,764	241,180
Nebraska.....	1,738	1,185	24,642	.....	.....	1573	145,850	284,408	.....	714,104	999,012	170,492
New Mexico Territory.....	1,348	1,348	264,382	.....	.....	.....	.....	401,440	.....	.....	401,440	964,382
Utah Territory.....	2,307	2,307	\$453,798	.....	.....	.....	.....	658,512	.....	.....	658,512	453,798
Washington Territory.....	1,618	1,253	94,344	.....	15,800	.....	.....	239,148	37,960	.....	277,108	110,144
Colorado Territory.....	1,060	1,060	32,920	365	.....	.....	.....	182,832	.....	.....	182,832	32,920
Dakota Territory.....	1,210	210	4,396	.....	.....	.....	.....	70,148	.....	.....	70,148	4,396
Arizona Territory.....	1,100	1,100	125,607	.....	.....	.....	.....	255,040	.....	.....	255,040	125,607
Idaho Territory.....	280	280	14,700	.....	.....	.....	.....	60,390	.....	.....	60,390	14,700
Montana Territory.....	356	356	33,650	.....	.....	.....	.....	98,592	.....	.....	98,592	33,650
Total.....	216,928	161,263	5,438,299	19,647	650,631	36,018	4,177,136	45,540,957	3,797,560	34,866,176	84,224,325	10,266,056		
Route agents.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	478,390
Postal railway clerks.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	274,370
Mail-route messengers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50,890
Local agents.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48,405
Mail messengers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	274,658
Baggage-masters in charge of mails.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,000
Aggregate.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,380,689

* Includes amount paid for the service from New York, via Panama, to San Francisco, under act of Congress approved March 25, 1864.

† Includes overland route from Atchison, Kansas, to Salt Lake City, Utah.

‡ Overland route, Omaha to Laramie City.

§ Includes overland route from Salt Lake City, Utah, to Folsom City, California.

GEORGE WM. McLELLAN, Second Assistant Postmaster General.

REPORT OF THE POSTMASTER GENERAL.

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B.—Railroad service as in operation on June 30, 1899.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	No. of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
MAINE.									
1	Augusta to Skowhegan.....	Portland and Kennebec.....	39	39	6	3,900 00	Dollars. 100 00	{ Including all side service.
8	Danville Junction to Bangor.....	Maine Central.....	110	110	6	12,750 00	.....	125 00
19	Farmington to Brunswick.....	Androscoggin.....	70½	70½	6	3,537 50	.....	50 00
63	Calais to Princeton.....	Lewy's Island.....	28	28	6	350 00	.....	95 00
113	Portland to Portsmouth.....	Portland, Saco, and Portsmouth.....	52	52	12	7,837 50	.....	150 72
114	Portland to Augusta, with branch, Brunswick to Bath.....	Portland and Kennebec.....	73	73	6	7,300 00	.....	100 00
115	Portland to Canada Line.....	Grand Trunk.....	46	46	12	17,700 00	.....	{ 125 00
116	Portland to Bar Mills.....	York and Cumberland.....	117	117	6	1,000 00	.....	{ 100 00
161	Mechanics' Falls to East Sumner.....	Portland and Oxford Central.....	18½	18½	6	850 00	.....	{ 55 55
				568½		56,485 00	.....	{ 44 33
NEW HAMPSHIRE.									
251	Concord to Nashua.....	Concord.....	36	36	12	5,400 00	150 00	Includes \$650 for side service.
253	Concord to Wells River.....	Boston, Concord, and Montreal.....	93	93	16	10,000 00	.....	107 82
254	Concord to White River Junction, with branch to Bristol.....	{ Northern.....	69	69	12	10,510 00	.....	140 00
255	Concord to Bradford.....	Concord and Claremont.....	13	13	4	1,500 00	.....	57 68
268	Concord to Portsmouth.....	Concord, Manchester, and Lawrence.....	26	26	4	3,000 00	.....	60 00
269	Manchester to North Ware.....	do.....	304	304	12	1,025 00	.....	50 00
279	Nashua to Wilkes.....	Boston and Lowell, and Nashua and Lowell.....	16	16	12	900 00	.....	56 25
300	Contecook Village to Hillsboro' Bridge.....	Contecook.....	15	15	6	750 00	.....	50 00
309	Dover to Alton Bay.....	Boston and Maine.....	98	98	6	1,400 00	.....	50 00
310	Brock's Crossings to Union.....	Portsmouth, Great Falls, and Conway.....	26	26	6	1,300 00	.....	50 00
331	Littleton to Wells River.....	Boston, Concord, and Montreal.....	21	21	6	1,050 00	.....	50 00
				423½		37,465 00		Runs into Portsmouth without additional compensation.
413	Burlington to Rouse's Point.....	Vermont Central, and Vermont and Canada.....	55½	55½	12	8,325 00	.....	150 00
452	White River Junction to North Derby.....	Connecticut and Passumpsic Rivers.....	111.17	111.17	6	11,117 00	.....	100 00

R.—Railroad service as in operation on June 30, 1888—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
VERMONT—Continued.									
463	Windsor to Burlington.	Vermont Central	119		12	10,600 00		140 00	Includes \$1,765 per annum for night service.
477	Rutland to State Line, with branch to Bennington.	Bennington and Rutland	56½		6	5,900 00		100 00	
483	Bellevue Falls to Windsor.	Sullivan	95		6	3,125 00		125 00	Including \$8,000 per annum for side service.
484	Bellevue Falls to Burlington.	Rutland and Burlington	119½		6	19,405 00		169 38	
489	Burlington to Bellevue Falls.	Vermont Valley	94	512.65	12	3,360 00	67,892 00	140 00	
MASSACHUSETTS.									
601	Boston to Portsmouth.	Eastern	56½		12	9,887 50		175 00	Including night mail to Portland month and Portland.
602	Boston to South Berwick Junction, with branch to Great Falls.	Boston and Maine	75		12	11,400 00		150 00	
603	Boston to Nashua.	Boston and Lowell, and Nashua and Lowell.	42		18	6,300 00		150 00	
604	Boston to Fitchburg.	Fitchburg	52		19	8,000 00		153 84	Includes side service. Horse railroad.
605	Boston to Worcester.	Boston and Worcester.	45		18	12,500 00		300 00	
606	Granton to Milbury.	do	40		12	200 00		47 68	
607	Boston to Southbridge.	do	39.68		6	1,094 00		74 46	
608	Boston to Providence.	Boston, Hartford, and Erie.	70		6	5,214 00		74 46	
609	Boston to Fitchburg.	Boston and Providence.	46		19	8,685 00		167 50	
610	Boston to Lowell.	Old Colony and Newport.	57½		19	5,400 00		144 00	
611	Boston to Charlestown.	Boston and Maine.	51		6	975 00		50 00	
612	Boston to Watertown.	Metropolitan	11-16		31	600 00		50 00	
613	Boston to Jamaica Plain.	Union	3½		95	1,200 00		Do.	
614	Boston to Mattapan.	Metropolitan	3		37	2,830 00		Do.	
615	Boston to West Lynn Depot.	Old Colony and Newport.	8½		18	450 00		59 95	
616	Boston to Dedham.	Eastern	10		13	500 00		50 00	
617	Boston to Gloucester.	Boston and Providence.	11		13	550 00		50 00	
618	Salem to Gloucester.	Eastern	16		19	800 00		50 00	
619	Salem to Marshfield.	do	4		19	500 00		50 00	
620	Lawrence to Manchester.	Concord, Manchester, and Lawrence	28		19	8,800 00		101 00	
621	Winchester to Woburn.	Boston and Lowell, and Nashua and Lowell.	14		19	1,050 00		75 00	

REPORT OF THE POSTMASTER GENERAL.

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[illegible]

B.—Railroad service as in operation on June 30, 1868—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.	
CONNECTICUT—Continued.										
933	Middletown to Berlin Depot	Hartford and New Haven	10		12	1,000 00		100 00	Includes \$67 additional per annum for mail messenger service in New Haven.	
937	New Haven to New London	New Haven and New London	50		19	10,067 00		200 00		
938	New Haven to Springfield	Hartford and New Haven	63 5-6		12	17,554 17		275 00		
939	Granby to Northampton	New Haven and Northampton	32		6	2,400 00		75 00		
940	New Haven to Granby, with branch to Collinsville.	New York and New Haven	54		12	4,075 00		75 00		
941	New Haven to New York	do	76½		19	24,808 33		325 00	\$50 additional per mile per annum to be allowed when postal car service shall commence.	
943	Bridgeport to Winsted	Naugatuck	62		12	4,650 00		75 00		
* 944	Bridgeport to State Line, with branch to Pittsfield.	Housatonic	131		6	7,186 00		59 39		
946	South Norwalk to Danbury	Danbury and Norwalk	82½		6	2,000 00		85 11		
955	Waterbury to Providence	Hartford, Providence, and Fishkill	122½		6	12,250 00		100 00	Includes \$100 additional per annum for ride supply of Vernon.	
973	Vernon Depot to Rockville	Rockville	4½	759½	18	500 00	89, 795 50	111 11		
NEW YORK.										
1001	New York to Dunkirk	Erie	460		19	126,500 00		275 00		Includes side service. Do.
1002	New York to Albany and Troy	Hudson River	150		19	45,000 00		300 00		
1003	New York to Chatham Four Corners	New York and Harlem	130½		6	13,050 00		100 00		
1004	New York to Flushing	Flushing	16		12	1,600 00		100 00		
1010	Stapleton to Tottenville	Staten Island	13		12	1,400 00		107 69	Do.	
1011	Brooklyn to Greenport	Long Island	67½		12	11,650 00		115 92		
1013	Mineola to Glen Cove	do	33		6	750 00		75 00		
1014a	Hicksville to Syosset	do	10		12	450 00		100 00		
1028	Suffern to Piermont	Erie	18		6	772 00		42 89	Do.	
1035	Newburg to Chester	do	19		6	814 00		42 84		
1067	Hudson to West Stockbridge	Hudson and Boston	35		13	1,750 00		50 00		
1079	Albany to Buffalo	New York Central	218		25	51,600 00		238 00		
1080	Albany to Junction	Rensselaer and Saratoga	80		12	1,029 00		85 75	Includes \$600 per annum for messenger service.	
1081	Albany to Troy	Troy and Greenbush	12		19	1,050 00		150 00		
1086	Albany to Harpersville Station	Albany and Susquehanna	190		12	9,000 00		75 00		
1086a	Central Bridge to Schoharie	Schoharie Valley	5		12	250 00		50 00		
1091	Schenectady to Ballston	Rensselaer and Saratoga	16		6	1,800 00		75 00	Do.	
1094	Troy to Schenectady	New York Central	22		12	1,600 00		150 00		
1094	Troy to North Adams	Troy and Boston	34		12	7,350 00		216 00		
1096	Branch to North Bennington	do	64		12	100 00		100 00		

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1096	Troy to Saratoga Springs	Renewal and Saratoga	32.81	12	4,981.50	150.00	Includes \$756 per annum for mail messenger service.
1103	Eagle Bridge to Rutland	do	694	12	9,375.00	150.00	Includes \$300 per annum for mail messenger service.
1109	Saratoga Springs to Castleton	do	54	12	8,100.00	150.00	Includes \$300 per annum for mail messenger service.
1136	Plattsburg to Canada Line	Plattsburg and Montreal	23	6	986.00	49.87	
1137	Rome's Point to Ogdensburg	Northern Ogdensburg	119	12	10,710.00	90.00	
1138	Rome's Point to Canada Line	Champlain and St. Lawrence	24	6	982.50	116.66	
1159	Watertown to Cape Vincent	Rome, Watertown and Ogdensburg	96	12	2,600.00	100.00	
1206	Utica to Lyons's Falls	Utica and Black River	45	6	2,280.00	50.00	
1212	Rome to Ogdensburg	Rome, Watertown, and Ogdensburg	142	12	16,700.00	100.00	
1224	Branch to Pottsdam Junction	New York Central	25	12	20,800.00	90.00	
1254	Syracuse to Rochester	Syracuse and Binghamton	104	12	6,000.00	75.00	
1255	Syracuse to Binghamton	Oswego and Syracuse	354	12	3,550.00	100.00	
1256	Syracuse to Oswego	New York Central	50	6	6,100.00	62.89	
1277	Canandaigua to Niagara Falls	Erie	47	12	5,137.00	75.00	
1278	Canandaigua to Elmira	New York Central	684	12	11,400.00	150.00	
1282	Rochester to Niagara Falls	Erie	76	12	800.00	44.44	
1283	Rochester to Avon	Buffalo, New York, and Erie	10	6	550.00	50.00	
1286	Avon to Mount Morris	New York Central	6	6	11,450.00	50.00	
1303	Salavita to Attica	Great Western (of Canada)	229	12	2,500.00	60.00	
1320	Suspension Bridge to Detroit	New York Central	142	12	1,100.00	50.00	
1321	Buffalo to Corning	do	92	12	1,450.00	50.00	
1322	Buffalo to Lockport	Erie	29	6	3,400.00	56.67	
1323	Buffalo to Lewiston	Buffalo and Erie	60	12	20,025.00	925.00	
1324	Attica to Hornellville	Atlantic and Great Western	89	6	6,150.00	100.00	
1325	Buffalo to Erie	Delaware, Lackawanna, and West'n.	614	12	1,415.00	49.88	
1347	Salamanca to Corry	Warwick Valley	33	12	2,550.00	50.00	
1387	Oswego to Ithaca	Rome, Watertown, and Ogdensburg	11	12	2,850.00	100.00	
1460	Chesterville to Warwick	Buffalo and Oil Creek Cross-cut	284	12	2,603.00	79.55	
1497	Oswego to Richland Station		45.3				
1499	Brocton to Corry		3,279.86		446,020.50		
NEW JERSEY.							
2002	New York to Piermont	Northern R. R. Co. of New Jersey	964	6	2,081.00	50.00	
2003	New York to Hackensack	Hackensack and New York	15	12	750.00	50.00	
2004	New York to Hackettstown	Morris and Essex	63	12	6,600.00	100.00	
2005	New York to Hackettstown	Central Railroad Co. of New Jersey	183	12	36,800.00	270.00	
2006	New York to Hackettstown	New Jersey Railroad and Transportation Company	36	19	13,500.00	375.00	
2008	Port Monmouth to Jackson	Raritan and Delaware Bay	734	6	3,937.50	50.00	
2014	Branch to Branch Shore	Newark and Bloomfield	5	12	975.00	45.83	
2028	Waterloo to Newton	Sussex	6	12	900.00	75.00	
2156	Lambertville to Flemington	Belvidere Delaware	12	6	606.50	50.00	
2062	Trenton to intersection with Delaware, Lackawanna and Western Railroad at Manunka Chunt	do	68.7	12	5,153.50	75.00	
2067	New Brunswick to Philadelphia	Philadelphia and Trenton	54	19	20,250.00	375.00	
2171	Jamesburg to Freehold	Freehold, Jamesburg, & Agricultural	11	6	860.00	69.09	
2089	Burlington to Pemberton	Burlington County	14	12	700.00	50.00	

Includes side service.
Includes \$206 for side service.

Includes \$756 per annum for mail messenger service.
Includes \$300 per annum for mail messenger service.

Includes \$100 for mail messenger service.

REPORT OF THE POSTMASTER GENERAL.

B.—Railroad service as in operation on June 30, 1868—Continued.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
NEW JERSEY—Continued.									
2092	Philadelphia to South Amboy . . . }	Camden and Amboy	66	66	6	7,462 00	7,462 00	102 63	* 12 times a week 4 months, 6 times a week 8 months.
	Branch to Trenton		19	19	6			126 00	
2097	Philadelphia to Bridgeton . . . }	West Jersey	13.4	13.4	6	4,315 00		100 00	
2098	Camden to Atlantic City	Camden and Atlantic	60	60	6	3,000 00		50 00	
2102	Glassboro' to Millville	Millville and Glassboro'	22	22	6	2,300 00		100 00	
2105	Elmer to Salem	Salem	16.6	16.6	6	830 00		50 00	
2111	Millville to Cape Island	Cape May and Millville	41	41	6	4,100 00		100 00	
2124	Somerville to Flemington	Central Railroad of New Jersey	16.06	16.06	6	680 00		43 00	
2129	Rocky Hill to Monmouth Junction	Rocky Hill	8	8	6	400 00	115,929 50	50 00	
PENNSYLVANIA.									
2201	Philadelphia to Pittsburgh	Pennsylvania	357.4		14	71,525 00		200 00	\$1,875 deducted on account of transportation of P. O. car over Junction railroad.
2202	Philadelphia to Pottsville	Philadelphia and Reading	97		12	14,550 00		150 00	\$2,550 deducted on account of transportation over June 22, R.
2203	Philadelphia to West Chester	West Chester and Philadelphia	39.4		12	2,194 00		75 00	
2204	Philadelphia to Bethlehem	North Pennsylvania	54.19		6	3,315 00		50 00	
	Branch to Doylestown		10.11		6	500 00		99 41	
2206	Philadelphia to Norristown	Philadelphia, Germantown and Norristown	17		6			62 50	
2208	Philadelphia to Darby	Philadelphia and Darby	8		6	500 00		50 00	
2216	Bridgeport to Downingtown	Philadelphia and Reading	22		6	550 00		50 00	
2235	Lehigh Mills to King of Prussia	Philadelphia and Baltimore Central Pennsylvania	39.4		12	2,050 00		45 84	
2257	Laurelton to Middletown	Pennsylvania	39.4		6	1,490 00		47 77	
2266	Strauberg to Leaman Place	Strauberg, J. F. and C. W. Herr, contractors	44		6	215 00		100 00	
2310	Allentown to White Haven	Lehigh Valley	54		12	5,400 00		100 00	
2327	Harrisburg to Chambersburg	Cumberland Valley	52		12	5,300 00		100 00	
2328	Harrisburg to Auburn	Schuylkill and Susquehanna	59		6	2,960 00		50 00	
2334	Port Clinton to Milton	Catawissa	92		12	12,800 00		150 00	
2343	Tamques to Ashland	Philadelphia and Reading	21		6	850 00		40 47	
2345	Sunbury to Williamsport	Pennsylvania, Lehigh Valley and Erie	40		14	6,000 00		150 00	
2346	Sunbury to Mount Carmel	Northern Central	28		6	1,400 00		50 00	

[illegible]

B.—Railroad service as in operation on June 30, 1888—Continued.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.									
2922	Towards to Waverly.....	Pennsylvania and New York Canal and Railroad Company.	20	2,989 37.60	12	1,000 00	285,712 75	50 00	
DELAWARE.									
3101	Wilmington to Crisfield.....	Philadelphia, Wilmington and Balt.	47.48		12	12,833 75		125 00	Includes \$1,400 for daily mail to Philadelphia.
3117	Harrington to Georgetown.....	Junction and Breakwater.....	87.98		6			63 50	
			25	160.46	12	1,250 00	14,083 75	50 00	
MARYLAND.									
3201	Baltimore to Philadelphia.....	Philadelphia, Wilmington and Balt.	100		19	37,500 00		375 00	
	Branch to Port Deposit.....		4		6	200 00		50 00	
3204	Baltimore to Sanbury.....	Northern Central.....	86		14	25,450 00		290 00	
3207	Baltimore to Washington.....	Baltimore and Ohio.....	55		28	13,000 00		150 00	
3208	Baltimore to Wheeling.....	do.....	179		19	83,900 00		300 00	
3209	Grafton to Parkersburg.....	do.....	201		13			300 00	
3214	Intersection to Union Bridge.....	Western Maryland.....	104		6	10,400 00		100 00	
3237	Annapolis to Junction.....	Annapolis and Elk Ridge.....	40		6	2,000 00		50 00	
3206	Araby to Frederick.....	Baltimore and Ohio.....	50		13	2,858 00		142 90	
			3	832	7	300 00	184,608 00	100 00	
OHIO.									
3004	Bell Air to Columbus.....	Central Ohio.....	137½		14	27,575 00		200 00	
3051	Pittsburg to Chicago.....	Pittsburg, Ft. Wayne and Chicago.....	468½		12	81,900 00		200 00	
3052	Pittsburg to Bell Air.....	Cleveland and Pittsburg.....	95		6	7,125 00		75 00	
3055	Erie to Cleveland.....	Cleveland, Fairview and Ashabula.....	96		13	21,600 00		225 00	
3101	Hudson to Millersburg.....	Cleveland, Zanesville and Cincinnati.....	62		6	1,860 00		30 00	
3103	Cleveland to Youngstown.....	Atlantic and Great Western.....	67		6	3,350 00		50 00	
3104	Cleveland to Wellsville.....	Cleveland and Pittsburg.....	59½		12	13,087 50		150 00	
3105	Cleveland to Sandusky.....	Cleveland and Toledo.....	41½		6	3,050 00		50 00	
3125	Bayard to New Philadelphia.....	Cleveland and Pittsburg.....	32		6	1,372 00		42 87	
3129	Oneida Mills to Carrollton.....	Carrollton and Oneida.....	12		6	400 00		33 ½	

9146	Sandusky to Newark.....	116	6	11,600 00	100 00
9168	Xenia to Dayton.....	16	12	2,185 00	138 81
9170	Dayton to Sandusky.....	156	12	19,500 00	185 00
9171	Springfield to Delaware.....	50	6	2,143 00	48 86
9197	Columbus to Cleveland.....	138	13	28,100 00	310 87
9201	Columbus to Xenia.....	544	13	18,375 00	327 06
9202	Columbus to Indianapolis.....	188	12	37,600 00	300 00
9203	Gallatin to Indianapolis.....	204	12	30,600 00	150 00
9247	Bellefontaine.....	31	6	787 00	37 50
9248	Portsmouth to Hillsborough.....	55	6	2,800 00	50 00
9313	Toledo to Cleveland.....	114	12	23,800 00	200 00
9344	Toledo to Keokuk.....	594	6	63,500 00	125 00
9345	Toledo to Elkhart.....	133	6	6,650 00	50 00
9351	Freemont to Finley.....	37	6	1,295 00	35 00
9370	Carey to Finley.....	16	6	800 00	50 00
9378	Dayton to Union City.....	48	6	3,600 00	75 00
9381	Dayton to Toledo.....	149	12	22,350 00	150 00
9401	Hamilton to New Castle.....	85	6	4,250 00	50 00
9403	Hamilton to Richmond.....	48	6	4,600 00	75 00
9405	Cincinnati to Hamilton.....	25	6	10,875 00	225 00
9406	Hamilton to Dayton.....	35	12	10,875 00	150 00
9407	Cincinnati to Springfield.....	65	6	16,585 00	100 00
9408	Little Miami.....	19	13	30,150 00	50 00
9409	Cincinnati to Parkersburg.....	197	6	9,975 00	75 05
9439	Morrow to Zanesville.....	132	6	3,150 00	75 00
9470	Dayton to Richmond.....	48	6	2,465 00	50 00
9491	Harrison Junction to Connersville.....	48	6	32,400 00	50 00
9493	Columbus to Cadiz.....	160	12	1,000 00	50 00
9504	Springfield to London.....	8	6	1,040 00	50 00
9506	Youngstown to Cross Cut.....	20	6	550,374 50	50 00
4169	Laurel Junction to Volesno.....	8	6	940 00	30 00
4253	Harper's Ferry to Winchester.....	32	6	3,900 00	100 00
4401	Washington, D. C., to Lynchburg.....	1784	7	18,300 00	100 00
4402	Game Point to Richmond.....	9	14	11,325 00	50 00
4403	Alexandria to Leesburg.....	754	6	1,931 50	50 00
4404	Manassas to Piedmont Station.....	38	6	1,700 00	50 00
4405	Richmond to Covington.....	1364	6	14,150 00	100 00
4406	Richmond to Greensboro', N. C.....	70	6	14,287 50	75 00
4407	Richmond to Petersburg.....	1904	7	3,675 00	150 00
4408	Petersburg to Norfolk.....	244	7	4,075 00	50 00

For 764 miles. Seven times a week on 1364 miles.
 For 130 miles. Six times a week four months, three times a week eight months on 70 miles.

B.—Railroad service as in operation on June 30, 1868—Continued.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
VIRGINIA—Continued.									
4410	Petersburg to City Point.	Southside	12	.....	6	600 00	.....	50 00	
4411	Petersburg to Lynchburg	do	123	.....	6	6,150 00	.....	50 00	
4412	Petersburg to Weldon, N. C.	Petersburg	64	.....	14	9,750 00	.....	150 00	
4413	Portsmouth to Weldon	Seaboard and Roanoke	80	.....	7	6,000 00	.....	75 00	
4414	Lynchburg to Goodson and Bristol, Tenn.	Virginia and Tennessee	205	.....	7	20,500 00	.....	100 00	
				1,322.63			112,444 00		
NORTH CAROLINA.									
5001	Weldon to Wilmington	Wilmington and Weldon	162	.....	7	24,337 00	.....	150 00	
5002	Branch, Rocky Mount to Tawboro'	Raleigh and Gaston	36	.....	7	608 00	.....	52 38	
5003	Goldboro' to Charlotte	North Carolina	223	.....	7	7,275 00	.....	75 00	
5004	Goldboro' to Morehead City	Atlantic and North Carolina	95	.....	7	16,725 00	.....	75 00	
5005	Salisbury to Morgantown	Western North Carolina	804	.....	3	4,750 00	.....	50 00	
5006	Wilmington to Wadesboro'	Wilmington, Charton, and Rutherford	1384	.....	3	2,400 00	.....	30 00	
5007	Fayetteville to Egypt Depot	Western	45	.....	3	4,230 00	.....	30 00	
5008	Charlotte to Cherryville	Western Division Wilmington, Charlotte, and Rutherford.	454	.....	3	920 00	.....	30 00	
5196				912½		1,350 00	62,585 00	30 00	
SOUTH CAROLINA.									
5601	Kingsville to Wilmington	Wilmington and Manchester	171	.....	12	25,650 00	.....	180 00	
5602	Kingsville to Augusta	do	119	.....	7	11,900 00	.....	100 00	
	Branch, Kingsville to Camden	South Carolina	374	.....	3	1,125 00	.....	30 00	
	Branch, Kingsville to Columbia	do	87	.....	6	1,350 00	.....	50 00	
5603	Branch, Branchville to Charleston	do	62	.....	12	6,900 00	.....	100 00	
	Florence to Cheraw	Cheraw and Derlington	40	.....	7	1,500 00	.....	30 00	
5604	Charleston to Florence	Northeastern	104	.....	12	15,600 00	.....	150 00	
5605	Charleston to Salkheatchie	Savannah and Charleston	50	.....	3	1,350 00	.....	25 00	
5606	Columbia to Charlotte	Charlotte and South Carolina	1094	.....	12	8,250 00	.....	75 00	
5607	Columbia to Greenville	do	1424	.....	6	10,763 00	.....	75 00	
	Branch, Hodges to Abbeville	Greenville and Columbia	114	.....	6	345 00	.....	30 00	
	Branch, Beilton to Anderson C. H.	do	104	.....	6	292 00	.....	30 00	
5608	Chester C. H. to Yorkville	King's Mountain	224	.....	6	705 00	.....	30 00	
5609	Alston to Spartanburg C. H.	Spartanburg and Union	70	.....	6	2,800 00	.....	30 00	
5610	Newberry C. H. to Laurens-G. H.	Laurens	38	.....	3	1,500 00	.....	30 00	

	5682	Anderson C. H. to Wabasha.....	Blue Ridge.....	34	1,046 1/2	6	1,020 00	89,650 00	30 00
GEORGIA.									
5601	6001	Augusta to Atlanta.....	Georgia.....	171 1/2	.....	7 1/2	17,916 00	.....	100 00
5602	6002	Branch, Cumak to Mayfield.....	Western and Atlantic.....	15	.....	13	17,250 00	.....	80 00
5603	6003	Atlanta to Chattahoochee.....	Atlanta and West Point.....	138	.....	7	8,625 00	.....	125 00
5604	6004	Millen to Augusta.....	Central Railroad and Banking Co.....	86 1/2	.....	7	5,313 00	.....	100 00
5605	6005	Washington to Double Wells.....	Georgia.....	53 1/2	.....	6	925 00	.....	50 00
5606	6006	Union Point to Athens.....	.....do.....	18 1/2	.....	6	2,050 00	.....	50 00
5607	6007	Kingsport to Rome.....	Rome.....	41	.....	7	1,000 00	.....	50 00
5608	6008	Savannah to Live Oak.....	Atlantic and Gulf.....	21 1/2	.....	7	13,556 00	.....	50 00
5609	6009	Branch, Lawton to Bainsbridge.....	Central Railroad and Banking Co.....	180 1/2	.....	7	5,275 00	.....	75 00
5610	6010	Savannah to Macon.....	Southwestern and Muscogee.....	154	.....	7	19,212 00	.....	100 00
5611	6011	Macon to Columbus.....	Macon and Western.....	100 1/2	.....	7	5,000 00	.....	50 00
5612	6012	Macon to Atlanta.....	Macon and Brunswick.....	103 1/2	.....	7	7,725 00	.....	75 00
5613	6013	Miller'sville to Gordon.....	Central Railroad and Banking Co.....	50 1/2	.....	7	1,000 00	.....	50 00
5614	6014	Fort Valley to Eatonton.....	.....do.....	18 1/2	.....	7	1,368 00	.....	75 00
5615	6015	Branch, Reewick to Albany.....	Southwestern.....	25 1/2	.....	7	1,106 00	.....	50 00
5616	6016	Branch, Culbert to Fort Gaines.....	Willis Valley.....	32 1/2	.....	7	1,125 00	.....	50 00
5617	6017	Trenton to Wabashville.....	.....	34	.....	6	1,200 00	.....	50 00
5618	6018	.....	.....	12	1,480 5-24	6	360 00	115,769 00	30 00
FLORIDA.									
5619	6019	Fernandina to Cedar Keys.....	Florida.....	154.8	.....	3	4,644 00	.....	30 00
5620	6020	Jacksonville to Lake City.....	Florida, Atlantic, and Gulf Central.....	61	.....	6	4,375 00	.....	75 00
5621	6021	Quincy to Lake City.....	Pensacola and Georgia.....	131 1/2	.....	6	3,843 75	.....	75 00
5622	6022	Branch, Station No. 3 to Monticello.....	.....	4 1/2	.....	6	337 50	.....	75 00
5623	6023	Branch, Tallahassee to St. Mark's.....	.....	21 1/2	373.55	6	652 50	20,052 75	30 00
MICHIGAN.									
5624	12501	Detroit to Chicago, Ill.....	Michigan Southern and Northern Indiana.....	242	.....	12	36,300 00	.....	150 00
5625	12502	Toledo, Ohio, to Detroit.....	.....do.....	65	.....	*6	6,500 00	.....	100 00
5626	12503	Monroe to Adrian.....	.....do.....	34	.....	*6	1,700 00	.....	50 00
5627	12504	Adrian to Jackson.....	.....do.....	46	.....	*6	2,300 00	.....	50 00
5628	12505	White Pigeon to Kalamazoo.....	St. Joseph Valley.....	38.32	.....	*6	1,916 00	.....	50 00
5629	12506	Detroit to Chicago, Ill.....	Michigan Central.....	285.25	.....	12	49,737 50	.....	150 00
5630	12507	Detroit to Grand Haven.....	Detroit and Milwaukee.....	180	.....	12	19,060 00	.....	100 00
5631	12508	Detroit to Port Huron.....	Chicago, Detroit, and Canada Grand Trunk.....	64.25	.....	*6	3,912 50	.....	50 00
5632	12509	Owosso to Lansing.....	Jackson, Lansing, and Saginaw.....	97.65	.....	6	1,106 00	.....	40 00
5633	12510	Holly to Flint.....	Flint and Holly.....	17.92	.....	12	1,291 50	.....	75 00
5634	12511	Bay City to Flint.....	Flint and Pere Marquette.....	46.12	.....	12	3,459 00	.....	75 00
5635	12512	Jackson to Lansing.....	Jackson, Lansing, and Saginaw.....	37.20	.....	12	2,790 00	.....	75 00
5636	12745	Escanaba to Marquette.....	Chicago and Northwestern.....	69	1,162.01	6	4,600 00	126,962 50	66 66

* Or as often as trains may run.

Do.

Do.

Do.

Do.

Six times a week six months.

B. — Railroad service as in operation on June 30, 1868—Continued.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
INDIANA.									
12001	Indianapolis to Lafayette	Indianapolis and Cincinnati	64	.....	12	6,562 50	.....	102 50	
12001	Indianapolis to Peru	Indianapolis, Peru, and Chicago	54	.....	12	6,600 00	.....	100 00	
12003	Indianapolis to Cincinnati	Indianapolis and Cincinnati	24	.....	6	14,187 50	.....	50 00	
12004	Columbus to Madison	Jeffersonville, Madison, and Indianapolis	115.8	.....	6	2,300 00	.....	122 51	
12005	Indianapolis to Terre Haute	Terre Haute and Indianapolis	73	.....	12	14,600 00	.....	200 00	
12013	New Albany to Indianapolis	Jeffersonville, Madison, and Indianapolis	114	.....	12	22,500 00	.....	200 00	
12049	Rushville to Columbus	..... do	46	.....	6	1,840 00	.....	40 00	
12051	Richmond to Chicago	Chicago and Great Eastern	225.4	.....	12	33,825 00	.....	130 00	
12060	Cincinnati to East St. Louis	Ohio and Mississippi	341	.....	13	66,300 00	.....	200 00	
12105	New Albany to Michigan City	Louisville, New Albany, & Chicago	61	.....	12	23,125 00	.....	122 32	
12122	Evansville to Rockville	Evansville and Crawfordsville	133	.....	6	9,400 00	.....	66 36	
12228	State Line to Logansport	Columbus and Indiana Central	61	.....	6	3,050 00	.....	50 00	
12302	Plymouth to La Porte	Chicago, Cincinnati, and Louisville	30	.....	6	9,000 00	.....	30 00	
12340	Fairland to Martinsville	Indianapolis and Cincinnati	38.1	.....	6	1,732 50	.....	45 00	
12359	Bradford to Marion	Columbus and Indiana Central	74.2	.....	6	3,710 50	.....	50 00	
			1,728	.....		212,833 00	.....	
ILLINOIS.									
11401	Chicago to Milwaukee, Wis	Chicago and Northwestern	87	.....	12	8,700 00	.....	100 00	
11402	Chicago to Freeport	..... do	121	.....	12	12,125 00	.....	125 00	
11403	Chicago to Council Bluffs, Iowa	..... do	488.7	.....	12	97,740 00	.....	300 00	
11404	Chicago to Davenport, Iowa	Chicago and Rock Island	183	.....	12	16,300 00	.....	100 00	
11405	Chicago to Burlington, Iowa	{ Chicago, Burlington, and Quincy	207.7	.....	12	31,805 00	.....	150 00	
	Branch to Turner	{	13	.....	6	.....	.....	50 00	
11406	Chicago to East St. Louis	Chicago and Alton	283	.....	12	42,450 00	.....	150 00	
11407	Chicago to Cairo	Illinois Central	333	.....	12	49,100 00	.....	150 00	
11408	Elgin to Richmond	Chicago and Northwestern	53	.....	6	1,650 00	.....	100 00	
11409	Caledonia Station to Madison, Wis	..... do	68	.....	6	4,500 00	.....	75 00	
11410	Courtland Station to Janesville	..... do	15	.....	6	4,500 00	.....	50 00	
11411	Rock Island to Coal Valley	Rock Island and Pottaw	12	.....	6	600 00	.....	50 00	

B.—Railroad service as in operation on June 30, 1868—Continued

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
MISSOURI—Continued.									
10504	St. Louis to Macon City	North Missouri	Miles.	Miles.	12	Dollars.	Dollars.	Dollars.	Six times a week, or as much oftener as the trains may run, if required.
10505	Quincy and Hannibal to St. Joseph	Hannibal and St. Joseph	170		12	23, 870 00		150 00	
10506	St. Joseph to Leavenworth.	Missouri Valley	218½	921. 85	6	35, 506 25		182 50	
			44			4, 400 00	126, 088 75	100 00	
MINNESOTA.									
13533	Winona to Waseca	Winona and St. Peter	104. 83			7, 862 25		75 00	
13606	St. Paul to Le Sueur	Minnesota Valley	64		12	4, 800 00		75 00	
13608	Minneapolis to Owatonna	Milwaukee and St. Paul	72		12	5, 400 00		75 00	
13621	St. Paul to Sauk Rapids	St. Paul and Pacific	80. 90		12	6, 067 50		75 00	
13659	La Crosse, Wis., to Rushford, Minn.	Southern Minnesota	32½		12	1, 550 00		47 33	
13740	St. Paul to Freeport.	St. Paul and Pacific.	134		6	1, 350 00		50 00	
			14½	361. 48			27, 029 75		
KENTUCKY.									
9605	Ashland to Coalton	Lexington and Big Sandy	11		6	250 00		98 72	
9606	Covington to Nicholasville	Kentucky Central	99		12	10, 550 00		160 00	
9607	Louisville to Lexington	Louisville and Frankfort and Lexington and Frankfort.	94		6	9, 400 00		50 00	
9608	Louisville to Nashville.	Louisville and Nashville.	166. 6		6	27, 900 00		100 00	
9609	Junction to Bardonia	do	17. 50		6	540 00		31 21	
9610	Lebanon Junction to Crab Orchard.	do	85 7-30		6	6, 303 00		75 03	
9611	Bowling Green to Tate's Station.	do	51		6	5, 100 00		100 00	
9612	Paducah to Union City.	New Orleans and Ohio.	62	619 2-15	6	3, 100 00	63, 325 00	50 00	
TENNESSEE.									
10001	Knoxville to Bristol.	East Tennessee and Virginia.	130. 7		7	13, 070 00		100 00	
10002	Knoxville to Chattanooga.	East Tennessee and Georgia.	132			12, 925 00		100 00	
10003	Branch, Cleveland to Dalton.	Rogersville and Jefferson	28½		6	790 00		58 43	
10004	Rogersville to Bull's Gap.	Nashville and Chattanooga.	153		14	15, 540 00		100 00	
	Branch, War Trace Depot to Shelbyville.		8		7			30 00	

10007	Nashville to Decatur.....	1924	.....	9,175 00	.....	75 00
10008	Nashville to Johnsonville.....	78	.....	2,340 00	.....	30 00
10009	Nashville to Tate's Station.....	48	.....	1,440 00	.....	30 00
10010	Tate's Station to Paris.....	824	.....	8,250 00	.....	100 00
10011	Memphis to Paris.....	1294	.....	13,250 00	.....	100 00
10265	Knoxville to Coal Creek.....	314	.....	721 00	.....	22 88
	ALABAMA.		940 5-6	77,201 00	.....
6601	Montgomery to West Point, Georgia.....	884	.....	8,850 00	.....	100 00
6602	Montgomery to Pollard.....	114	.....	11,400 00	.....	100 00
6605	Pollard to Mobile.....	724	.....	7,225 00	.....	100 00
6606	Opelika to Columbus, Georgia.....	28	.....	1,400 00	.....	50 00
6607	Columbus, Georgia, to Troy, Ala.....	90	.....	4,500 00	.....	50 00
6608	Selma to Meridian, Mississippi.....	108.2	.....	8,115 00	.....	75 00
6609	Selma to Blue Mountain.....	134	.....	6,700 00	.....	50 00
6610	Newbern to Uniontown.....	11	.....	550 00	.....	50 00
6611	Marion Junction to Marion.....	14	.....	700 00	.....	50 00
6613	Memphis, Tenn., to Stevenson, Ala.....	2714	.....	33,937 50	.....	125 00
	Branch, Moscow, Tenn., to Somerville, Tenn.....	144	.....	435 00	.....	30 00
6729	Gainessville to Gainesville Junction.....	22	.....	660 00	.....	30 00
	MISSISSIPPI.		967.95	84,472 50	.....
7001	Canton to Jackson, Tennessee.....	235.6	.....	23,560 00	.....	100 00
7002	Memphis, Tenn., to Grenada, Miss.....	101.7	.....	7,637 50	.....	75 00
7003	Vicksburg to Meridian.....	454	.....	5,687 50	.....	125 00
7007	Mobile, Ala., to Columbus, Ky.....	95.2	.....	7,140 00	.....	75 00
	Branch, Ardesia to Columbus.....	472.7	.....	47,270 00	.....	100 00
		14	.....	700 00	.....	50 00
	ARKANSAS.		964.7	91,965 00	.....
7501	Devall's Bluff to Little Rock.....	48	.....	4,800 00	.....	100 00
	LOUISIANA.		48	4,800 00	.....
8001	Algiers to Brashear.....	80	.....	8,000 00	.....	100 00
8002	New Orleans to Canton, Mississippi.....	206	.....	20,600 00	.....	100 00
8081	Clinton to Port Hudson.....	214	.....	1,200 00	.....	55 80
	TEXAS.		3074	29,800 00	.....
8302	Houston to Galveston.....	53.6	.....	5,360 00	.....	100 00
8303	Houston to Columbia.....	51.1	.....	1,277 50	.....	125 00
8304	Houston to Bryan.....	104.6	.....	10,060 00	.....	100 00
8305	Harrisburg to Columbus.....	84	.....	4,300 00	.....	30 00

B.—Railroad service as in operation on June 30, 1868—Continued.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	TEXAS—Continued.								
8561	Hempstead to Brenham	Houston and Texas Central	25.3	.....	6	1, 215 00	.....	50 00	
8395	Marshall to Shreveport	Southern Pacific	42.6	.....	3	1, 597 50	23, 763 00	37 50	
	CALIFORNIA.			337 1.5					
14702	San Francisco to San José	San Francisco and San José	50	.....	12	11, 900 00	.....	224 00	
14742	Sacramento City to Folsom City	Sacramento Valley	23.9	.....	12	3, 480 00	.....	150 00	
14750	Roseville to Lincoln	California and Oregon	12	.....	12	1, 800 00	.....	150 00	
14834	Sacramento to Cisco	Central Pacific	94	.....	12	28, 200 00	.....	300 00	
.....	Aspinwall to Panama	Pacific Mail Steamship Company	48	.....	.....	37, 500 00	82, 180 00	.....	Part of route from New York to San Francisco, under act of Congress approved March 23, 1864.
	KANSAS.			927 1.5					
14083	Wyandotte to Coyote	Union Pacific (Smoky Hill branch)	337	.....	12	55, 350 00	.....	164 24	
14164	Atchison to Irving	Union Pacific (Central branch)	86	.....	7	6, 450 00	61, 800 00	75 00	
	NEBRASKA.			423					
14451	Omaha to Laramie City	Union Pacific	52	.....	12	145, 850 00	.....	300 00	
			521	573	12		145, 830 00	250 00	

GEO. WM. MCLELLAN,
Second Assistant Postmaster General.

C.—Steamboat service as in operation on September 30, 1898.

State.	Number of route.	Terminal.	Distance. <i>Miles.</i>	Total distance in each State. <i>Miles.</i>	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
New Hampshire	317a	Wolfboro to Meredith Village.	33	33	3	\$500 00	.....	During navigation. Do.
	323	Wolf's Bridge to Wolfboro.	30	63	6	650 00	\$1,150 00	
Massachusetts	670	Hyannis to Nantucket	30	.....	6	2,500 00	.....	.....
	674	New Bedford to Edgartown.	38	68	6	1,475 00	3,975 00	
Rhode Island	809	Newport to New York	169	169	6	2,500 00	2,500 00	.....
	1119	White Hall to Rouse's Point.	95	.....	11	4,750 00	.....
New York	1387	Ithaca to Cayuga.	40	.....	6	1,713 00	.....	.....
	1460	Geneva to Watkins.	47	182	6	700 00	7,163 00	
New Jersey	1607	New York to Keyport.	24	.....	6	350 00	.....	.....
	1618	New York to Fort Monmouth.	20	.....	6	1,000 00	.....
Pennsylvania	2692	South Amboy to New York.	27	71	6	2,338 00	3,688 00	.....
	1876	Pittsburg to Greensboro.	94	94	6	6,300 00	6,300 00	
Maryland	2912	Baltimore to Queenstown.	40	40	3	750 00	750 00	.....
	9051	Portsmouth to Cincinnati.	115	.....	3	2,500 00	.....
Ohio	9052	Cincinnati to Mayaville.	66	.....	6	4,000 00	.....	.....
	9053	Ironton to Galipolis.	384	384	3	1,940 00	8,440 00	

C.—Steamboat service as in operation on September 30, 1868—Continued.

State.	Number of route.	Terminal.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
West Virginia	4102	Wheeling to Parkersburg.	Miles.	Miles.	6	\$4,800 00	.....
	4130	Parkersburg to Gallipolis, Ohio	99	.....	6	4,900 00	.....
	4129	Kanawha C. H. to Gallipolis, Ohio.	864	.....	6	2,449 00	\$12,149 00	
Virginia	4402	Washington to Game Point.	554	.....	14	8,325 00	.....
	4415	Norfolk to Baltimore, Md	200	.....	6	18,000 00	.....
	4417	Norfolk to Eastville.	37	.....	3	3,500 00	.....
	4418	Norfolk to Matthews C. H.	60	.....	2	1,000 00	.....
	4419	Norfolk to Richmond	146	.....	2	2,000 00	32,825 00	
North Carolina	5026	Wilmington to Smithville.	30	.....	3	699 00	.....
	5037	Plymouth to Franklin Depot.	107	.....	3	2,000 00	2,699 60	
Georgia	6080	Rome to Gadsden, Ala.	155	.....	1	1,526 87	1,526 87	
Florida	6414	Flakka to Jacksonville.	75	.....	2	1,800 00	.....
	6416	Flakka to Melonville.	125	.....	1	2,000 00	.....
	6433	New Orleans, La., to Key West, Fla.	1010	.....	1	67,600 00	.....
	6435	Bainbridge, Ga., to Apalachicola, Fla.	501	.....	2	7,000 00	.....
	6462	Baltimore, Md., to New Orleans, La.	1701	.....	.....	31,200 00	109,600 00	Twice a month.
Michigan	12693	Grand Haven to Milwaukee, Wis.	85	.....	6	1,800 00	.....	During navigation, say 7 months.
	12741	Detroit to Saint de St. Marie	350	.....	3	800 00	.....	During navigation, say 6 months.
	12745	Green Bay to Hancock.	208	.....	6	13,867 00	.....	During navigation, say 6 months.
	12749	Port Huron to Mackinaw.	940	.....	3	646 80	.....	During navigation, say 28 weeks.
	12793	Manistee, Mich., to Milwaukee, Wis.	200	.....	6	3,900 00	.....	During navigation, say 6 months.
	12892	Manistee to Traverse City.	900	.....	2	1,300 00	.....	During navigation, say 6 months.
	12893	Grand Haven to St. Joseph.	100	.....	2	1,300 00	.....	During navigation, say 6 months.

	1896	Grand Haven to Chicago, Ill.	75	1,456	6	400 00	22,913 00	During navigation, say 6 months.
Wisconsin	13013	La Crosse to Dubuque, Iowa	165		6	10,980 00		During navigation, say 7 months.
	13017	Oskosh to New London	67		6	1,200 00		During navigation, say 6 months.
	13023	Berlin to Oshkosh	27	259	6	333 33	12,513 00	During navigation, say 6 months.
Missouri	10507	St. Louis to Keokuk	232	222	6	8,000 00	6,000 00	
Minnesota	13201	St. Paul to La Crosse, Wis.	190		6	7,137 00		During navigation, say 7 months.
	13202	La Crosse, Wis., to St. Paul, Minn.	180	370	6	9,150 00	16,297 00	During navigation, say 7 months.
Kentucky	9801	Louisville, Ky., to Cincinnati	135		7	9,000 00		
	9802	Louisville to Evansville	202		4	7,990 00		
	9803	Evansville to Cairo	200		6	15,000 00		
	9808	Cairo to Eastport	320	857	3	4,878 00	36,968 00	
Alabama	6805	Guntersville to Decatur	94		6	16,378 00		
	6807	Mobile to Selma	315	409	3	7,800 00	24,178 00	
Arkansas	7505	Memphis, Tenn., to Pine Bluff, Ark.	352		2	15,000 00		
	7505a	Pine Bluff to Little Rock	100		2	6,000 00		
	7506	White River to Jacksonville	370	822	2	12,000 00	33,000 00	
Louisiana	8003	New Orleans to St. Francisville	170		2	6,400 00		
	8005	New Orleans to Baras Settlement	69		2	1,800 00		
	8006	New Orleans to Mobile, Ala.	174		6	23,000 00		
	8007	New Orleans to Covington	56		2	3,000 00		
	8074	Brashear to New Iberia	70		6	9,000 00		
	8077	St. Louis, Mo., to Memphis, Tenn.	450		2	14,000 00		
	8079	Memphis to Vicksburg	417		2	20,800 00		
	8080	Vicksburg to New Orleans	397	1,833	2	20,000 00	100,000 00	
Texas	8306	Brashear, La., to Indianola, Texas	375			30,000 00		Twice a week from June 1st to Sept. 30th; four times a week from Oct. 1st to May 31.
	8307	Galveston to Brownsville	285		1	12,000 00		
	8308	Indianola to Corpus Christi	133	803	3	10,500 00	52,500 00	

REPORT OF THE POSTMASTER GENERAL.

C.—Steamboat service as in operation on September 30, 1863—Continued.

State.	Number of route.	Terminal.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
California	14701	San Francisco to Sacramento	110	Miles.	6	\$18,000 00	Three times a month.
	14702	San Francisco to Stockton	120	.....	6	15,000 00	.....
	14703	San Francisco to Redding	23	.....	6	14,000 00	.....
	14904	San Francisco to Oakland	9	.....	6	2,000 00	.....
	14635	San Francisco to Portland, Oregon	600	.....	6	25,000 00	.....
				874			\$64,000 00	
Oregon	15101	Portland to Monticello	52	3	5,000 00	
	15102	Portland to The Dalles	1194	.....	6	10,000 00	.....
	15119	Astoria to Portland	110	.....	2	6,940 00	.....
	15138	Oregon City to Dayton	38	.....	2	600 00	22,590 00
				3194				
Washington Territory ..	15407	Olympia to Victoria	200	1	10,000 00	
	15419	Seattle to Whatcom	165	.....	1	5,800 00	15,810 00
				365				
Under act of March 25, 1864.		New York to Aspinwall	2,305 }	150,000 00	This service is set down to California in the report of June 30, 1864, (see table A.) and includes service across the Isthmus of Panama.
		Panama to San Francisco	3,757 }	6,062	.....	.....	150,000 00

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

D. — Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1863.

States and Territories.	Celerity, certainty, and security.				Steamboat.				Railroad.				Total annual transportation.		Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Increase.	Decrease.	Increase.	Decrease.
	Increase.	Decrease.	Miles.	Dollars.	Increase.	Decrease.	Miles.	Dollars.	Increase.	Decrease.	Miles.	Dollars.				
Maine.....	72															
New Hampshire.....	22			7,348												
Vermont.....	11			998												
Massachusetts.....	132			3,583												
Rhode Island.....	11			545												
Connecticut.....	21			258												
New York.....	3			12,100												
New Jersey.....	76			462												
Pennsylvania.....	10			5,966												
Delaware.....	11			69												
Maryland.....	14			883												
Ohio.....	330			1,563												
West Virginia.....	61			8,925												
Virginia.....	4			3,848												
North Carolina.....																
South Carolina.....																
Georgia.....	340			3,789												
Florida.....	621			11,168												
Alabama.....	776			10,209												
Michigan.....	977			18,918												
Indiana.....	155			5,150												
Illinois.....	130			5,430												
Wisconsin.....	123			9,554												
Iowa.....	467			7,559												
Missouri.....	368			9,534												
Minnesota.....	1,134			20,839												
Kentucky.....	163			3,291												
Tennessee.....	133			1,383												

a Pay on route from Danville Junction to Bangor restored to \$125 per mile.

c Corrected distance.

e For postal cars.

g New routes.

i Route from Cairo to Juka curtailed.

k Service on route from Evansville to Cairo increased to six times a week.

b For mail-messenger service in New York, Newport, and Fall River.

d Occasioned by increase in number of trips per week.

f Occasioned principally by increased pay for mail-messenger service in New York city.

A The apparent discrepancy between the increase of length of routes, without a corresponding increase in the pay, arises from the fact of the discontinuance of the post-office cars on the Junction railroad and the transfer of the route from Northville to Erie to the New York section.

D.—Table showing the increase and decrease in mail transportation, &c.—Continued.

States and Territories.	Celerity, certainty, and security.				Steamboat.				Railroad.				Total annual transportation.		Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Increase.	Decrease.	Increase.	Decrease.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.				
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	M.	Miles.	Dollars.	Dollars.
Alabama.....	2,077		36,761		513		16,500		48		16,242		468,748		69,323	
Mississippi.....	1,009		18,850				21,900		3		2,085		131,578		18,035	
Arkansas.....	1,095		12,584		350		22,000		2		21,050		447,894		35,634	
Louisiana.....	74						140,488		21		1,200		35,980		22,721	
Texas.....	1,158		26,922		38		116,071		68							
California.....	180		2,920		591		22,500						167,763		49,422	
Oregon.....	122				37								20,228		3,420	
Kansas.....			116,390						203		28,800		903,532		15,475	
Nevada.....	433		3,435										314,460		116,390	
Nebraska.....	191		143,116						283		89,300		383,864		92,735	
New Mexico Territory.....	40												191,360		143,116	
Utah Territory.....	47		26,662													
Washington Territory.....	248												67,080		26,292	
Colorado Territory.....	34		3,600		8								12,480		3,600	
Dakota Territory.....	800		83,000												280,984	
Arizona Territory.....	440		11,438												17,160	
Idaho Territory.....			2,500												2,500	
Montana Territory.....	356		33,650										18,720		33,650	
Total.....	11,083	2,956	559,738	172,889	3,903	350	192,243	3,818	2,077	74	364,077	151	5,857,165	615,689	1,035,670	105,900
Decrease.....			172,889		350		3,818		74		151		615,689		105,900	
Increase.....	8,127		386,819		3,553		178,425		2,003		364,226		5,241,536		929,770	

¹ Route from Vicksburg to Yazoo City discontinued.

² Corrected distance.

³ Service reauthorized and let to contract from July 1, 1867.

⁴ Service reauthorized and let to contract from July 1, 1867.

⁵ Service on 45½ miles of the route from Vicksburg to Meridian increased to 12 times a week.

⁶ Pay on route from Davall's Bluff to Little Rock increased to \$100 per mile.

⁷ Corrected distance according to Distance Circular.

⁸ Route from Fort Abercrombie to Helena, Montana Territory, discontinued.

GEO. WM. MCLELLAN,
Second Assistant Postmaster General

[Circular.]

*Readjustment of pay on railroad routes.*POST OFFICE DEPARTMENT,
Contract Office, Washington, ——— 18—.

SIR: That the rates of compensation allowed to railroad companies in the United States for the transportation of the mail may bear a due proportion to the amount and character of the services they severally perform, the Postmaster General is required by law to arrange and divide the railroad routes of the country into classes, "according to the size of the mails, the speed with which they are conveyed, and the importance of the service," and to enter into contracts with such companies for the performance of the service, within certain prescribed limits as to the rates of compensation to be allowed. With a view to such an arrangement and classification, the department recently addressed to the proprietors of railroad routes a "railroad weight circular," requesting them to weigh all the through mails and way mails conveyed in both directions to and from every station for 30 consecutive working days, and report the results in a prescribed tabular form, and to return therewith a description of the accommodations provided for mails and agents, and the dimensions, fixtures, and furniture of the car or apartment allotted to their use, and a statement of the number of trips per week in each direction. From the returns furnished by the railroad companies in compliance with this call, inequalities have become apparent in the rates of compensation allowed for the transportation of mails on railroad routes, which it is the purpose of the department, as existing contracts expire and it becomes necessary to enter into new engagements, to correct, by instituting such a systematic revision and readjustment of the rates, based upon the returns received, as will eventuate, ultimately, in the nearest practicable approach to a perfect classification of railroad routes and graduation of their pay according to the comparative value and importance of the service they perform.

In pursuance of this purpose, I am directed by the Postmaster General to offer to contract with your company for the transportation of the mails on Route No. —, from — to —, and back, — times per week, from —, 18—, at the rate of \$— per mile per annum, this being the rate of compensation appropriate to the grade of service shown by the returns to be performed upon the route.

An immediate answer is desired.

Very respectfully,

_____,
Second Assistant Postmaster General.

To ———.

E.—Table showing the readjustment of the rates of pay per mile on certain railroad routes, mails and agents

[ABBREVIATIONS.—F. F., fixtures and furniture; F. F. C., fixtures and furniture complete; R. P. O. railway of the routes]

Order.	State.	No. of route.	Terminl.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole dist. per day.
					Miles.	Pds.
1	Penn...	1801	Philadelphia, Pittsburg	Pennsylvania	354	19,183
2	N. Y.	1079	Albany, Buffalo	New York Central	298	15,900
3	do	1325	Buffalo, Erie	Buffalo and Erie	89	7,524
4	do	1222	Rochester, Niagara Falls	New York Central	76	7,384
5	Md.	3208	{ Baltimore, Cumberland	{ Baltimore and Ohio	{ 176	{ 7,688
6	Ohio....	9015	{ Cumberland, Wheeling	{	{ 201	{ 6,836
			Columbus, Cleveland	Cleveland, Columbus, Cincinnati, and Indianapolis	138	3,799
7	do	9030	{ Cincinnati, Hamilton	{ Cincinnati, Hamilton, and Dayton	{ 95	{ 3,518
8	do	9018	{ Hamilton, Dayton	{	{ 35	{ 1,306
			Galion, Indianapolis	Cleveland, Columbus, Cincinnati, and Indianapolis	204	1,710
9	Mo	10505	Quincy, Hannibal, St. Joseph	Hannibal and St. Joseph	218½	1,704
10	Va.	4402	Washington, Richmond	Richmond, Fredericksburg and Potomac	131	4,044
11	do	4407	Richmond, Petersburg	Richmond and Petersburg	24½	3,603
12	do	4412	Petersburg, Weldon	Petersburg	64	3,144
13	N. C.	5001	Weldon, Wilmington	Wilmington and Weldon	162½	2,042
14	S. C.	5601	Kingsville, Wilmington	Wilmington and Manchester	171	2,013
15	N. Y.	1096	Troy, Saratoga Springs	Rensselaer and Saratoga	32.81	1,728
16	do	1103	Eagle Bridge, Rutland	do	62½	1,527
17	do	1095	Troy, Eagle Bridge	Troy and Boston	24	1,308
18	do	1109	Saratoga Springs, Castleton	Rensselaer and Saratoga	54	1,244
19	S. C.	5604	Charleston, Florence	Northeastern	104	655
20	Ga.	6 02	Atlanta, Chattanooga	Western and Atlantic	140	1,728
21	Texas ..	8502	Houston, Galveston	Galveston, Houston, and Henderson	53.6	1,712
22	Ohio....	9035	Harrison Junction, Hagerstown	Indianapolis, Cincinnati, and Lafayette	69.7	1,492
23	do	9022	Toledo, Keokuk, Iowa	Toledo, Wabash, and Western	52½	858
24	Ga.	6003	Atlanta, West Point	Atlanta and West Point	86½	2,148
25	Ala.	6601	Montgomery, West Point	Montgomery and West Point	88½	1,794
26	Minn ..	13608	Minneapolis, Prairie du Chien	Milwaukee and St. Paul	219.32	1,577
27	Penn...	1802	Philadelphia, Pottsville	Philadelphia and Reading	93	863
28	Texas ..	8504	Houston, Bryan	Houston and Texas Central	106.6	851
29	Mo	11503	Pacific, Arlington	Southwest Pacific	89½	757
30	Ohio....	9027	Dayton, Toledo	Dayton and Michigan	149	745
31	Ark	7501	Devall's Bluff, Huntersville	Memphis and Little Rock	48	603
32	Ala.	6602	Montgomery, Pollard	Alabama and Florida	114	550
33	do	6605	Pollard, Mobile	Mobile and Great Northern	72½	557
34	N. J.	1694	Philadelphia, Bridgeton	West Jersey	{ 19 }	{ 532 }
35	Penn...	1821	Williamsport, Elmira	Northern Central	78	444
36	Fla.	6403	Jacksonville, Lake City	Pensacola and Georgia, (lessees of Florida Central.)	61	323
37	do	6404	{ Quincy, Lake City	{ Pensacola and Georgia	{ 131½ }	{ 323 }
			{ Station 3, Monticello	{	{ 44 }	{ 323 }
			{ Tallahassee, St. Mark's	{	{ 21½ }	{ 8 }
38	N. Y.	1011	New York, Greenport, Hemstead	Long Island	100½	430
39	Penn...	1804	Phila's, Bethlehem, Doylestown	North Pennsylvania	64	713
40	do	1822	Williamsport, Erie	Pennsylvania, (lessees)	246	620
41	Texas ..	8595	Marshall, Shreveport	Southern Pacific	42.6	610
42	N. C.	5002	Raleigh, Weldon	Raleigh and Gaston	97	512
43	Penn...	1828	Lancaster, Middletown	Pennsylvania	31.3	164
44	Ohio....	9012	Xenia, Dayton	Columbus and Xenia	17	455
45	do	9038	Corry, Dayton	Atlantic and Great Western	386	345
46	Md.	2906	Asby, Frederick	Baltimore and Ohio	3	304
47	W. Va. ..	4269	Grafton, Parkersburg	do	104	240
48	Penn...	1814	Port Clinton, Milton	Catawissa	92.43	247

REPORT OF THE POSTMASTER GENERAL.

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based upon returns of the weight of the mails conveyed and the accommodations provided for of the department.

post office; M. M., mail messenger. The figures in parentheses in the "Remarks" column refer to the order in this table.]

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment.	Remarks.	Order.
<i>Feet and inches.</i>	<i>No.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
44 x 8.6, 11 x 8, F. F. C.	37	300 00	200 00	106,200 00	71,525 00	July 1, 1868	3½ miles decrease.....	1
R. P. O., double line.....	25	300 00	200 00	89,400 00	51,600 00	July 1, 1868	80 miles formerly at \$100.	2
R. P. O.....	19	250 00	200 00	22,250 00	17,800 00	Oct. 1, 1868	.....	3
R. P. O.....	12	250 00	150 00	19,000 00	11,400 00	July 1, 1868	.....	4
15 x.....	19	225 00	300 00	84,825 00	93,900 00	July 1, 1868	3 miles decrease.....	5
15 x.....	13	225 00	200 00	24,150 00	29,100 00	July 1, 1868	With route 9018, (8)...	6
18 x 8.6, F. F.....	13	175 00	210 67	24,150 00	29,100 00	July 1, 1868	.....	7
9 x 15, F. F.....	12	175 00	225 00	10,875 00	8,750 00	July 1, 1868	.....	8
9 x 15, F. F.....	12	125 00	150 00	35,700 00	30,600 00	July 1, 1868	With route 9015, (6)...	9
10 x 10, F. F. C.....	12	175 00	150 00	35,506 25	32,775 00	April 1, 1868	.....	10
R. P. O.....	13	150 00	100 00	19,650 00	13,100 00	July 1, 1867	Trips increased.....	11
20 x 8, F. F. C.....	13	150 00	100 00	19,650 00	13,100 00	July 1, 1867	.....	12
9 x 12, furniture.....	14	150 00	100 00	3,675 00	2,450 00	July 1, 1867	.....do.....	13
Half car, F. F.....	14	150 00	100 00	9,750 00	6,400 00	July 1, 1867	.....do.....	14
20 x 8, 16 x 8, F. F.....	13	150 00	100 00	24,337 00	16,200 00	July 1, 1867	½ mile increase; trips increased.	15
16.6 x 9, F. F. C.....	12	150 00	100 00	25,650 00	17,100 00	May 25, 1868	Trips increased.....	16
14 x 7, fixtures.....	12	150 00	100 00	4,921 53	3,261 00	Oct. 1, 1867	With routes 1103, 1109, (16, 18.)	17
12 x 8, F. F.....	12	150 00	100 00	9,375 00	6,250 00	Oct. 1, 1867	With routes 1096, 1109, (15, 18.)	18
7 x 14, F. F.....	18	150 00	100 00	3,600 00	2,400 00	Feb. 4, 1868	Part of route; trips increased.	19
14 x 7, fixtures.....	12	150 00	100 00	8,100 00	5,400 00	Oct. 1, 1867	With routes 1096, 1103, (15, 16.)	20
8 x 8, F. F.....	12	150 00	75 00	15,600 00	7,772 00	May 25, 1868	Trips increased; ½ mile increase.	21
R. P. O., 40 x 10, F. F. C.....	13	125 00	100 00	17,250 00	14,000 00	July 1, 1867	.....	22
First class, F. F.....	12	125 00	100 00	6,700 00	5,360 00	July 1, 1868	.....	23
7.6 x 12, F. F.....	12	125 00	50 00	8,712 50	3,485 00	July 1, 1868	.....	24
R. P. O.....	6	125 00	100 00	65,500 00	52,200 00	Jan. 1, 1868	4 miles formerly at \$50.	25
11.9 x 6.6, fixtures.....	7	100 00	75 00	8,625 00	6,487 50	April 1, 1868	Through line, (25, 32, 33)	26
15 x 8, F. F.....	7	100 00	75 00	8,850 00	6,637 50	April 1, 1868	Through line, (24, 32, 33.)	27
9 x 13, F. F.....	12	100 00	75 00	21,932 00	18,849 00	July 1, 1868	4½ miles formerly at \$50; 72 at \$75; residue new, estimated at \$75.	28
8.6 x 11.6, F. F.....	12	100 00	150 00	9,300 00	14,550 00	July 1, 1868	.....	29
One-third car.....	6	100 00	50 00	10,060 00	5,030 00	Oct. 1, 1867	.....	30
9 x 15, F. F.....	6	100 00	75 00	8,975 00	6,731 25	July 1, 1867	.....	31
6 x 8, F. F.....	12	100 00	150 00	14,900 00	22,350 00	July 1, 1868	.....	32
10.8 x 8, F. F.....	6	100 00	75 00	4,800 00	3,750 00	July 1, 1867	2 miles decrease.....	33
10.8 x 8, F. F.....	7	100 00	75 00	11,400 00	8,550 00	April 1, 1868	Through line, (24, 25, 33)	34
10.8 x 8, F. F.....	7	100 00	75 00	7,225 00	5,418 75	April 1, 1868	Through line, (24, 25, 32)	35
10.10 x 6.5, F. F. C.....	12	100 00	125 00	4,440 00	4,315 00	July 1, 1868	\$600 for M. M. service.	36
11.6 x 8.9, F. F.....	12	100 00	150 00	7,800 00	11,550 00	July 1, 1868	1 mile increase.....	37
6.6 x 11.1, 6.3 x 9.8.....	6	100 00	50 00	6,100 00	3,050 00	July 1, 1868	.....	38
6.6 x 11.1, 6.3 x 9.8.....	6	100 00	50 00	13,125 00	6,562 50	July 1, 1868	.....	39
6 x 7, F. F.....	6	75 00	50 00	337 50	200 00	July 1, 1868	½ mile inc.; branch.....	40
6 x 7, F. F.....	6	50 00	30 00	1,087 50	652 50	July 1, 1868	Branch.....	41
8 x - 9 x - F. F.....	12	96 00	83 93	11,650 00	8,225 00	July 1, 1867	\$2,000 for M. M. service.	42
Commodious, F. F.....	12	75 00	50 00	4,800 00	3,215 00	July 1, 1868	3-10 mile decrease.....	43
8 x 10, fixtures.....	18	75 00	50 00	18,600 00	12,400 00	July 1, 1868	Part of route.....	44
.....	6	75 00	50 00	3,195 00	2,050 00	July 1, 1868	1 6-10 mile increase.....	45
.....	7	75 00	50 00	7,275 00	4,850 00	Oct. 1, 1867	.....	46
13 x 6, F. F.....	6	75 00	45 84	2,347 50	1,490 00	July 1, 1868	1 1-5 mile decrease.....	47
11 x 8, F. F.....	12	75 00	125 00	1,275 00	2,195 00	July 1, 1868	.....	48
Baggage car.....	6	75 00	100 00	24,450 00	32,600 00	July 1, 1868	Part of route.....	49
8 x 10.3, F. F.....	6	75 00	100 00	225 00	300 00	July 1, 1868	.....	50
15 x - F. F. C.....	6	75 00	100 00	7,800 00	10,400 00	July 1, 1868	.....	51
15 x - F. F. C.....	6	75 00	100 00	7,800 00	10,400 00	July 1, 1868	.....	52
5 x 14, F. F.....	6	75 00	150 00	6,932 25	13,800 00	July 1, 1868	43-103 mile increase...	53

REPORT OF THE POSTMASTER GENERAL.

E.—Table showing the readjustment of the rates of

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole dist. per day.
					Miles.	Pds.
49	Md.....	2908	Annapolis, Junction.....	Annapolis and Elk Ridge.....	20	226
50	Mo.....	10502	St. Louis, Pilot Knob.....	St. Louis and Iron Mountain.....	87.1	210
51	Minn.....	13621	St. Anthony's Falls, Sauk Rapids.	St. Paul and Pacific.....	69.9	198
52	Mass.....	640	South Framingham, Northboro'.	Boston, Clinton, and Fitchburg.....	15	190
53	N. J.....	1709	Millville, Cape Island.....	West Jersey.....	41	182
54	Mass.....	641	South Framingham, Milford.....	Boston and Worcester.....	12	132
55	N. J.....	1703	Elmer, Salem.....	Salem.....	16.16	148
56	Ala.....	6729	Gainesville, Gainesville Junction.	Mississippi, Gainesville, and Tuscaloosa.	22	254
57	Ohio.....	9005	Hudson, Millersburg.....	Cleveland, Zanesville, and Cincinnati.	62	199
58	Ga.....	6008	Kingston, Rome.....	Rome.....	20	193
59	Penn.....	1810	Allentown, White Haven.....	Lehigh Valley.....	54	143
60	Ohio.....	9034	Dayton, Richmond.....	Columbus and Xenia.....	42	131
61	Penn.....	1842	Washington, Wheeling.....	Hempfield.....	32	71
62	Ga.....	6009	Lawton, Bainbridge.....	Atlantic and Gulf.....	105½	65
63	Ohio.....	9010	Oneida Mills, Carrollton.....	Carrollton and Oneida.....	12	81
64	S. C.....	56.9	Alston, Spartanburg C. II.....	Spartanburg and Union.....	70	111
65	Ohio.....	9024	Fremont, Findlay.....	Lake Erie and Louisville.....	37	110
66	Penn.....	1805	Philadelphia, Norristown.....	Philadelphia, Germantown, and Norristown.	17	106
67	...do.....	1824	Alton, Carrollton.....	Erie.....	25	77
68	...do.....	1812	Penn Haven, Audenried.....	Lehigh Valley.....	17½	52
69	...do.....	1829	Harrisburg, Auburn.....	Philadelphia and Reading.....	59	41
70	...do.....	1831	Columbia, Sinking Springs.....	Reading and Columbia.....	39.49	41
71	...do.....	1811	Penn Haven, Mount Carmel.....	Lehigh Valley.....	49.7	20

Excess of present over former amount of annual pay.....

REPORT OF THE POSTMASTER GENERAL.

69

pay per mile on certain railroad routes, &c.—Continued.

Siz., &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment.	Remarks.	Order.
<i>Feet and inches.</i>	<i>No.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
4.6 x 2.1 x 1.11, (box.)	13	75 00	142 90	1,500 00	2,858 00	July 1, 1868		49
7.9 x 7.9, F. F.	7	75 00	100 00	6,532 50	8,710 00	Jan. 1, 1868		50
9 x 12, F. F.	12	75 00	50 00	5,242 50	3,495 00	June 1, 1868	Part of route; trips increased.	51
Baggage car.	12	75 00	50 00	1,125 00	750 00	Jan. 1, 1868		52
7.9 x 6.8, F. F. C.	6	75 00	100 00	3,075 00	4,100 00	July 1, 1868		53
Baggage car.	12	75 00	50 00	900 00	600 00	May 1, 1868		54
10.8 x 6.5, F. F. C.	6	61 88	50 00	1,000 00	830 00	July 1, 1868	With route 1694, (34)	55
Box.	7	50 00	30 00	1,100 00	660 00	July 1, 1868		56
9 x 6.6, F. F.	6	50 00	30 00	3,100 00	1,860 00	July 1, 1868		57
5 x 6 x 3, (closet.)	7	50 00	30 00	1,000 00	570 00	July 1, 1867	1 mile increase	58
6.6 x 10, F. F.	12	50 00	100 00	2,700 00	5,400 00	July 1, 1868	Part of route	59
Baggage car.	6	50 00	75 00	2,100 00	3,150 00	July 1, 1868		60
6 x 3.6, F. F.	6	50 00	100 00	1,977 00	3,234 00	July 1, 1868	1/2 mile decrease; \$377 for M. M. service.	61
6.6 x 14, F. F.	7	50 00	75 00	5,275 00	7,912 50	July 1, 1867	Part of route.	62
Box in passenger car.	6	44 66	33 33	550 00	403 00	July 1, 1868		63
9 x 5.7, 6.6 x 5.11, F. F.	6	40 00	20 00	2,800 00	1,400 00	Oct. 1, 1867	Trips increased.	64
5 x 8	6	40 00	35 00	1,480 00	1,295 00	July 1, 1868		65
Recess in car	6	40 00	29 41	680 00	500 00	July 1, 1868		66
Baggage car.	6	40 00	50 00	1,000 00	1,242 50	July 1, 1868	15-100 mile decrease	67
6 x 7, F. F.	6	30 00	50 00	525 00	850 00	July 1, 1868	1/2 mile increase	68
Baggage car.	6	30 00	50 00	1,770 00	2,950 00	July 1, 1868		69
6.2 x 16.4, F. F.	6	30 00	50 00	1,184 70	1,965 50	July 1, 1868	18-100 mile increase	70
6 x 8, F. F.	6	25 00	50 00	1,242 50	2,000 00	July 1, 1868	9 7-10 miles increase	71
				926,043 20	775,722 50			
				775,722 50				
				150,320 70				

GEO. WM. MCLELLAN,
Second Assistant Postmaster General.

[NOTE.—See page 70 for index to table E.]

6 P M G

Index to Table E.

Title.	Order.	Number of route.
Alabama and Florida.....	32	6602
Annapolis and Elk Ridge	49	2908
Atlanta and West Point	24	6003
Atlantic and Great Western.....	45	9038
Atlantic and Gulf.....	62	6009
Baltimore and Ohio	5	3208
Baltimore and Ohio	46	2906
Baltimore and Ohio	47	4289
Boston and Worcester	54	641
Boston, Clinton, and Fitchburg	52	640
Buffalo and Erie.....	3	1325
Carrollton and Oneida	63	9010
Catawissa.....	48	1814
Cincinnati, Hamilton, and Dayton	7	9030
Cleveland, Columbus, Cincinnati, and Indianapolis	6	9015
Cleveland, Columbus, Cincinnati, and Indianapolis	8	9018
Cleveland, Zanesville, and Cincinnati	57	9005
Columbus and Xenia.....	44	9012
Columbus and Xenia.....	60	9034
Dayton and Michigan	30	9027
Erie	67	1824
Florida Central. (See Pensacola and Georgia.)		
Galveston, Houston, and Henderson.....	21	8502
Hannibal and St. Joseph	9	10505
Hempfield.....	61	1842
Houston and Texas Central	28	8504
Indianapolis, Cincinnati, and La Fayette.....	22	9035
Lake Erie and Louisville	65	9024
Lehigh Valley.....	59	1810
Lehigh Valley.....	63	1812
Lehigh Valley.....	71	1811
Long Island	38	1011
Memphis and Little Rock.....	31	7501
Milwaukee and St. Paul.....	26	13608
Mississippi, Gainesville, and Tuscaloosa.....	56	6729
Mobile and Great Northern	33	6605
Montgomery and West Point.....	25	6601
New York Central	2	1079
New York Central	4	1282
Northeastern	19	5604
Northern Central	35	1821
North Pennsylvania	39	1804
Pennsylvania.....	1	1801
Pennsylvania, (lessees)	40	1822
Pennsylvania	43	1828
Pensacola and Georgia, (lessees Florida Central)	36	6403
Pensacola and Georgia, (lessees Florida Central)	37	6404
Petersburg.....	12	4412
Philadelphia and Reading	27	1802
Philadelphia and Reading	69	1829
Philadelphia, Germantown, and Norristown	66	1805
Raleigh and Gaston.....	42	5002
Reading and Columbia	70	1831
Rensselaer and Saratoga	15	1096
Rensselaer and Saratoga	16	1103
Rensselaer and Saratoga	18	1109
Richmond and Petersburg	11	4407
Richmond, Fredericksburg, and Potomac.....	10	4402
Rome	58	6004
St. Louis and Iron Mountain	50	10502
St. Paul and Pacific.....	51	13621

Index to Table E—Continued.

Title.	Order.	Number of route.
Salem	55	1703
Southern Pacific	41	8596
Southwest Pacific	29	10503
Spartanburg and Union	64	5609
Toledo, Wabash, and Western	23	9022
Troy and Boston	17	1095
Western and Atlantic	20	6002
West Jersey	34	1694
West Jersey	53	1709
Wilmington and Manchester	14	5601
Wilmington and Weldon	13	5001

INCREASE IN RAILROAD SERVICE.

Miles of railroad, June 30, 1864	22,616	
Miles of railroad, June 30, 1865	23,401	
Increase		785
Miles of railroad, June 30, 1866	32,092	
Increase		8,691
Miles of railroad, June 30, 1867	34,015	
Increase		1,923
Miles of railroad, June 30, 1868	36,018	
Increase		2,003
Total increase		13,402

Statement of the number, description, and cost of mail bags purchased according to law, by contract, and put into service during the fiscal year ended June 30, 1868.

Number.	Kinds.	Sizes.	Prices.	Cost.	Total cost.
750	Leather mail pouches	No. 1	\$9 50	\$7,125 00	
1,150	do. do	2	8 50	8,775 00	
1,200	do. do	3	7 50	9,000 00	
900	do. do	4	6 50	5,850 00	
800	do. do	5	5 25	4,200 00	
4,800	.....				\$34,950 00
284	Leather horse mail bags	No. 1	7 75	2,201 00	
*15	do. do	1	7 75	116 25	
*25	do. do	2	6 85	171 25	
284	do. do	2	6 75	1,917 00	
*75	do. do	3	5 50	412 50	
217	do. do	3	6 25	1,356 25	
900	.....				6,174 25
15,000	Jute canvas mail sacks	No. 1	69	10,350 00	
*475	do. do	1	82½	391 87½	
*2,525	do. do	2	63	1,590 75	
8,000	do. do	2	53	4,240 00	
2,000	do. do	3	16	320 00	
28,000	.....				16,892 62½
	Total cost of mail bags of all kinds and sizes				58,016 87½

* Residue of previous contracts.

Number and cost of mail locks and keys purchased and repaired during the year ended June 30, 1868, viz:

2,000 new iron mail locks	\$2,000
1,626 old iron mail locks repaired	325
3,103 new iron mail keys	372
1,800 new iron mail keys	450
Total cost of mail locks and keys	3,147

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

[Circular.]

THROUGH MAILS.

From New York to St. Louis, Cincinnati, and Chicago, and from Washington and Baltimore to St. Louis and Cincinnati.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, D. C., January, 1868.

INSTRUCTIONS.

1. Between New York and St. Louis, the route of the through mails is as follows, viz: From New York, New York, via Reading, Pennsylvania, Harrisburg, Pennsylvania, Pittsburg, Pennsylvania, Steubenville, Ohio, Columbus, Ohio, Richmond, Indiana, Indianapolis, Indiana, and Mattoon, Illinois, to St. Louis, Missouri, and back.

2. Between New York and Cincinnati, the route is the same as in paragraph 1 from New York as far as Columbus, Ohio, and runs thence via Xenia, Ohio, to Cincinnati, Ohio, and back.

3. Between New York and Chicago, the route is the same as in paragraph 1 from New York as far as Pittsburg, Pennsylvania, and runs thence via Crestline, Ohio, and Fort Wayne, Indiana, to Chicago, Illinois, and back.

4. Between Washington and Baltimore and St. Louis, the route is as follows, viz: From Washington, D. C., and Baltimore, Maryland, via Cumberland, Maryland, Zanesville, Ohio, Columbus, Ohio, Richmond, Indiana, Indianapolis, Indiana, and Mattoon, Illinois, to St. Louis, Missouri, and back.

5. Between Washington and Baltimore and Cincinnati, the route is the same as in paragraph 4 from Washington and Baltimore as far as Columbus, Ohio, and runs thence via Xenia, Ohio, to Cincinnati, Ohio, and back.

6. It is the purpose of the department to have records kept showing the times of the arrivals of mails, as follows, viz:

At New York, from St. Louis, from Cincinnati, from Chicago, and from the intermediate points named in paragraph 1.

At St. Louis, from New York, from Washington, from Baltimore, and from the intermediate points named in paragraphs 1 and 4.

At Washington, from St. Louis, from Cincinnati, and from the intermediate points named in paragraph 4.

At Cincinnati, from New York and from Washington.

At Chicago, from New York.

At Baltimore, from St. Louis and from Columbus; and

At Columbus, from Baltimore.

7. To enable postmasters to keep such records accurately and with facility, post-bills of a particular form are printed and furnished to the postmasters at New York, St. Louis, Cincinnati, Chicago, Washington, Baltimore, and the intermediate points named in paragraphs 1 and 4. In these post-bills, blanks are provided in which to enter the month, day, and hour of the departure of the mail from the mailing office for St. Louis, New York, &c., &c., as the case may be; and also blanks in which to enter the month, day, and hour of arrival at St. Louis, New York, &c., &c., as the case may be.

8. One of these post-bills, with the first-mentioned blanks carefully and properly filled, must accompany every mail for New York or St. Louis

despatched from either of the points named in paragraph 1; every mail for Washington or St. Louis despatched from either of the points named in paragraph 4; every mail for Cincinnati or Chicago despatched from New York; every mail for New York despatched from Cincinnati or Chicago; every mail for Baltimore despatched from Columbus; and every mail for Columbus despatched from Baltimore.

9. In addition to sending post-bills with the through mails by the routes described in paragraphs 1, 2, 3, 4, and 5, the offices named below will also despatch post-bills, properly filled up, twice daily, by competing lines, as follows, viz:

New York to Chicago, via the Erie railroad, in the mail for the Erie railway post office clerks.

Chicago to New York, via the Michigan Southern railroad, in the mail for the Erie railway post office clerks.

Baltimore to Columbus, Ohio, in special pouches, via the Northern Central railroad.

Columbus, Ohio, to Baltimore, in special pouches, via the Pittsburg, Columbus, and Cincinnati railroad.

Washington to Cincinnati, once daily, via Parkersburg, in the mail for the Grafton and Parkersburg agents; and

Cincinnati to Washington, once daily, via Parkersburg, in the mail for the Marietta and Cincinnati agents.

10. Railway post office clerks and route agents on lines mentioned in paragraph 9 will be careful to place the post-bills coming into their hands in the pouches or boxes they make for the points for which the post-bills may be destined.

11. Way mail bags, fastened with the iron lock, and inscribed in large letters on the side as follows, respectively, viz: "New York and St. Louis way mail," and "Washington and St. Louis way mail," are provided, to be passed from point to point between New York and St. Louis and Washington and St. Louis, in either direction. In these way mail bags the route agents or railway post office clerks will place the mails or post-bills from any of the points named in paragraphs 1 and 4 at which through bags are not made up for New York, Washington, or St. Louis.

12. Route agents will also be careful to place in these way mail bags all matter gathered by them for offices supplied through the points for which the bags may be destined. To New York they will send matter for all the New England States and portions of New Jersey and New York. To Washington they will send matter for North Carolina, South Carolina, Florida, and portions of Virginia and Georgia. To St. Louis they will send matter for Missouri, Kansas, New Mexico, portions of Illinois, Arkansas, and Texas, and, from routes south and west of Pittsburg, matter for all the Territories, except Dakota, and for all the Pacific States.

13. On the arrival at New York, Washington, and St. Louis, respectively, of the way mail bags described in paragraph 11, they are to be selected from the other mails received at the same time, and opened by some reliable clerk designated for the purpose, who shall gather the post-bills they contain and carefully note thereon, in the proper blanks, the month, day, and hour of their arrival.

14. Through pouches or boxes despatched from terminal or intermediate offices are, on their arrival at points named in paragraph 6, respectively, to be selected and opened, the post-bills gathered, and the time of arrival noted thereon, in like manner as in paragraph 13.

15. From the memoranda thus prepared, the postmasters at points named in paragraph 6 will each make up, monthly, a "through mail record," in a form printed and furnished to them for the purpose, of the arrivals of

the mails daily from the terminal and intermediate points, which record must be forwarded promptly, at the close of each month, to the contract office, in an envelope superscribed with the words "through mails."

16. Postmasters, special agents, railway post office clerks, route agents, local agents, and others employed in the service of the Post Office Department are enjoined to familiarize themselves with these instructions, and to use all diligence and carefulness to have them strictly and faithfully carried out.

Respectfully,

GEO. WM. MCLELLAN,
Second Assistant Postmaster General.

[Form of post-bill.]

(POST-BILL..)		
Through Mail.		
FOR WASHINGTON.		
<i>Southwestern Route.</i>		
LEFT NEW YORK, N. Y.		
MONTH.	DAY OF MONTH.	HOUR.
....., 186 .	.....	..... M.
REACHED WASHINGTON.		
.....	.....	..... M.

THROUGH MAIL TABLES.

No. 1.—Through mails to New Orleans from New York.

SOUTHWESTERN ROUTE.—From New York, N. Y., via Washington, D. C., Lynchburg, Va., Bristol, Tenn., Knoxville, Tenn., Chattanooga, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,510 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
November, 1867	30	2,913 45	97 07	88 10	7	6
December, 1867	31	2,935 55	94 42	88 10	6	5
January, 1868	30	3,363 50	112 05	88 10	16	10
February 1-12, 1868 ..	12	1,466 50	122 14	94 05	10	4
May 18-31, 1868	15	1,531 15	102 05	94 05	4	3
June, 1868	29	2,776 50	95 45	94 05	2	3
July, 1868	31	3,012 35	97 10	94 05	4	3
August, 1868	31	2,884 20	93 02	90 20	1	1
September, 1868	29	2,768 10	95 27	88 50	6	6
October, 1868	32	2,983 00	93 13	88 30	5	4
Whole period	270	26,636 30	98 39	88 10	61	45

WESTERN ROUTE.—From New York, N. Y., via Pittsburg, Pa., Columbus, Ohio, Indianapolis, Ind., Louisville, Ky., Bowling Green, Ky., Tate's Station, Tenn., Paris, Tenn., Humboldt, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,672 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
February 12-29, 1868 ..	16	1,738 10	108 38	93 35	9	5
March, 1868	31	3,364 20	108 31	93 30	17	9
April, 1868	31	3,181 10	102 37	93 25	10	8
May 1-17, 1868	16	1,593 20	99 35	93 35	4	4
Whole period	94	9,877 00	105 40	93 25	40	26

No. 2.—Through mails to New York from New Orleans.

SOUTHWESTERN ROUTE.—From New Orleans, La., via Canton, Miss., Grand Junction, Tenn., Chattanooga, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburg, Va., and Washington, D. C., to New York, N. Y.—1,510 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
November, 1867.....	29	3,001 00	103 28	94 30	20	7
December, 1867.....	30	3,042 05	101 24	94 30	13	7
January, 1868.....	29	3,237 35	111 38	94 30	16	10
February 1-10, 1868....	10	1,301 05	130 06	97 10	9	5
May 16-31, 1868.....	16	1,407 20	87 57	85 20	1	1
June, 1868.....	30	2,621 00	87 08	85 40	1	1
July, 1868.....	30	2,627 55	87 35	86 20	1	2
August, 1868.....	32	2,823 35	88 14	85 20	2	1
September, 1868.....	29	2,493 00	85 57	85 10	.....	1
October, 1868.....	32	3,004 15	93 52	85 50	9	7
Whole period.....	267	25,558 50	95 43	85 10	72	42

WESTERN ROUTE.—From New Orleans, La., via Canton, Miss., Grand Junction, Tenn., Humboldt, Tenn., Paris, Tenn., Tate's Station, Tenn., Bowling Green, Ky., Louisville, Ky., Indianapolis, Ind., Columbus, Ohio, and Pittsburg, Pa., to New York, N. Y.—1,672 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
February 10-29, 1868...	19	2,144 05	112 50	92 10	10	9
March, 1868.....	29	2,944 05	101 31	88 15	11	9
April, 1868.....	27	2,592 20	96 00	91 15	5	6
May 1-15, 1868.....	15	1,470 20	98 01	88 40	5	1
Whole period.....	90	9,150 50	101 40	88 15	31	25

No. 3.—Through mails to New Orleans from Washington.

SOUTHWESTERN ROUTE.—From Washington, D. C., *via* Lynchburg, Va., Bristol, Tenn., Knoxville, Tenn., Chattanooga, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,280 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
November, 1867.....	29	2,513 15	86 41	78 10	6	6
December, 1867.....	31	2,475 45	79 51	77 40	3	2
January, 1868.....	30	2,962 30	98 45	77 40	15	10
February 1-12, 1868...	12	1,294 40	107 53	83 35	10	3
March 16-31, 1868....	15	1,449 40	96 38	83 35	7	6
April, 1868.....	30	2,621 40	87 23	83 35	4	4
May, 1868.....	31	2,791 05	90 02	83 35	8	7
June, 1868.....	30	2,557 25	85 14	83 35	2	2
July, 1868.....	30	2,530 30	84 21	82 35	1	2
August, 1868.....	31	2,767 50	89 17	79 50	1	1
September, 1868.....	30	2,513 10	83 33	79 50	5	5
October, 1868.....	31	2,591 10	83 35	79 30	4	4
Whole period.....	330	29,068 40	88 05	77 40	66	52

WESTERN ROUTE.—From Washington, D. C., *via* Cumberland, Md., Bell Air, Ohio, Columbus, Ohio, Indianapolis, Ind., Louisville, Ky., Bowling Green, Ky., Tate's Station, Tenn., Paris, Tenn., Humboldt, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,582 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
February 12-29, 1868...	16	1,798 50	112 25	92 50	12	3
March 1-16, 1868.....	16	1,745 30	109 05	93 20	10	5
Whole period.....	32	3,544 20	110 45	92 50	22	8

No. 4.—Through mails to Washington from New Orleans.

SOUTHWESTERN ROUTE.—From New Orleans, La., *via* Canton, Miss., Grand Junction, Tenn., Chattanooga, Tenn., Knoxville, Tenn., Bristol, Tenn., and Lynchburg, Va., to Washington, D. C.—1,280 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
November, 1867.....	28	2,501 57	89 21	83 10	2	2
December, 1867.....	30	2,630 50	87 41	84 20	2	2
January, 1868.....	31	3,160 35	101 57	74 45	15	11
February 1-8, 1868....	9	960 50	106 45	76 10	7	4
March 14-31, 1868....	18	1,446 05	80 20	75 00	4	2
April, 1868.....	28	2,316 05	82 43	75 00	9	6
May, 1868.....	20	2,336 55	77 53	75 00	2	3
June, 1868.....	31	2,347 00	75 42	74 00	1	-----
July, 1868.....	31	2,349 05	75 46	75 00	1	1
August, 1868.....	30	2,272 10	75 44	74 00	1	2
September, 1868.....	30	2,248 05	74 56	74 00	1	1
October, 1868.....	31	2,365 50	76 19	73 55	6	6
Whole period.....	327	26,935 27	82 22	73 55	51	40

WESTERN ROUTE.—From New Orleans, La., *via* Canton, Miss., Grand Junction, Tenn., Humboldt, Tenn., Paris, Tenn., Tate's Station, Tenn., Bowling Green, Ky., Louisville, Ky., Indianapolis, Ind., Columbus, Ohio, Bell Air, Ohio, and Cumberland, Md., to Washington, D. C.—1,582 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
February 9-29, 1868 ...	18	1,985 45	110 19	91 15	10	9
March 1-14, 1868.....	14	1,402 35	100 11	91 20	4	4
Whole period.....	32	3,388 20	105 53	91 15	14	13

REPORT OF THE POSTMASTER GENERAL.

No. 5.—Through mails to Memphis from New York.

SOUTHWESTERN ROUTE.—From New York, N. Y., *via* Washington, D. C. Lynchburg, Va., Bristol, Tenn., Knoxville, Tenn., Chattanooga, Tenn., and Grand Junction, Tenn., to Memphis, Tenn.—1,167 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
June 13-30, 1868.....	18	1,269 00	70 30	70 30		
July, 1868.....	29	2,116 30	72 58	70 30	3	5
August, 1868.....	32	2,280 00	71 15	70 30	1	
September, 1868.....	30	2,262 00	75 24	70 30	7	6
October, 1868.....	31	2,201 20	73 16	69 00	2	1
Whole period.....	140	10,128 50	72 20	69 00	13	12

WESTERN ROUTE.—From New York, N. Y., *via* Pittsburg, Pa., Columbus, Ohio, Indianapolis, Ind., Louisville, Ky., Bowling Green, Ky., Tate's Station, Tenn., Paris, Tenn., Humboldt, Tenn., and Grand Junction, Tenn., to Memphis, Tenn.—1,296 miles

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
June 14-30, 1868.....	16	1,124 00	70 15	64 15	2	3
July, 1868.....	26	1,926 15	74 05	70 15	5	4
August, 1868.....	26	1,925 15	74 02	70 15	5	7
September, 1868.....	26	1,659 55	63 50	69 15	6	10
October, 1868.....	27	1,974 15	73 07	69 15	1	8
Whole period.....	121	8,609 40	71 09	64 15	19	32

No. 6.—Through mails to New York from Memphis.

SOUTHWESTERN ROUTE.—From Memphis, Tenn., *via* Grand Junction, Tenn., Chattanooga, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburg, Va., and Washington, D. C., to New York, N. Y.—1,167 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
June 17-30, 1868	14	9	20	35	65	45	65	10	
July, 1868	30	1,992	20	66	24	65	10		2
August, 1868	32	2,154	35	67	19	65	10		1
September, 1868	29	1,931	26	66	36	65	10		2
October, 1868	32	2,251	35	70	21	65	40	1	3
Whole period	137	9,250	31	67	32	65	10	1	8

WESTERN ROUTE.—From Memphis, Tenn., *via* Grand Junction, Tenn., Humboldt, Tenn., Paris, Tenn., Tate's Station, Tenn., Bowling Green, Ky., Louisville, Ky., Indianapolis, Ind., Columbus, Ohio, and Pittsburg, Pa., to New York, N. Y.—1,296 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
June 17-30, 1868	14	916	30	65	27	61	25	1	1
July, 1868	31	1,981	45	63	52	61	25	1	1
August, 1868	31	1,991	50	64	15	61	20	2	2
September, 1868	30	1,913	35	63	47	61	25	1	1
October, 1868	31	2,074	40	66	55	62	05	3	2
Whole period	137	8,878	20	64	48	61	20	8	7

REPORT OF THE POSTMASTER GENERAL.

No. 7.—Through mails to St. Louis from New York.

ROUTE.—From New York, N. Y., *via* Pittsburg, Pa., Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and Mattoon, Ill., to St. Louis, Mo.—1,074 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
March, 1868.....	77	4,456	45	57	52	46	00	2	5
April, 1868.....	77	4,122	30	53	32	*45	00	18	2
May, 1868.....	79	4,047	07	51	13	*44	30	10	.....
June, 1868.....	69	3,570	35	51	44	*44	30	12	4
July, 1868.....	78	4,131	00	52	57	46	00	17	2
August, 1868.....	76	4,074	00	53	36	46	00	19	4
September, 1868.....	72	3,824	45	53	07	46	30	14	4
Whole period....	528	28,226	42	53	27	44	30	122	21

* One mail a day via Cincinnati and Vincennes—Ohio and Mississippi railroad—which made the shortest time.

No. 8.—Through mails to New York from St. Louis.

ROUTE.—From St. Louis, Mo., *via* Mattoon, Ill., Terre Haute, Ind., Indianapolis, Ind., Columbus, Ohio, and Pittsburg, Pa., to New York, N. Y.—1,074 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
March, 1868.....	67	3,819	65	57	01	45	10	18	3
April, 1868.....	64	3,450	85	53	55	45	15	11	.....
May, 1868.....	70	3,629	05	51	50	44	10	6	.....
June, 1868.....	56	2,918	05	52	06	44	40	12	3
July, 1868.....	56	2,703	45	48	16	46	10	3	.....
August, 1868.....	54	2,658	50	49	14	46	10	4	2
September, 1868.....	52	2,619	10	50	22	46	10	6	2
Whole period....	419	21,800	25	52	01	44	10	60	10

REPORT OF THE POSTMASTER GENERAL.

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No. 9.—Through mails to St. Louis from Washington.

ROUTE.—From Washington, D. C., via Cumberland, Md., Bell Air, Ohio, Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and Mattoon, Ill., to St. Louis, Mo.—934 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
March, 1868	55	3,291	50	59	51	50	15	21	3
April, 1868	56	3,068	15	54	47	50	00	14	1
May, 1868	56	3,053	00	54	31	49	00	13	1
June, 1868	55	2,996	28	54	28	48	30	17	1
July, 1868	51	2,705	00	53	02	48	30	11	2
August, 1868	56	3,103	00	55	24	49	00	17	3
September, 1868	52	2,836	45	54	33	48	45	15	2
Whole period	381	21,054	18	55	15	48	00	108	13

No. 10.—Through mails to Washington from St. Louis.

ROUTE.—From St. Louis, Mo., via Mattoon, Ill., Terre Haute, Ind., Indianapolis, Ind., Columbus, Ohio, Bell Air, Ohio, and Cumberland, Md., to Washington, D. C.—984 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
March, 1868	52	2,789	10	53	38	45	45	12	5
April, 1868	51	2,811	50	55	03	45	30	7	4
May, 1868	52	2,657	29	51	17	45	30	7	4
June, 1868	50	2,566	55	51	20	41	00	10	5
July, 1868	49	2,372	00	49	25	44	00	7	2
August, 1868	53	2,764	03	54	02	44	00	12	3
September, 1868	49	2,430	30	49	36	44	00	7	1
Whole period	355	18,501	57	52	07	44	00	62	24

REPORT OF THE POSTMASTER GENERAL.

No. 11.—Through mails to St. Louis from Baltimore.

ROUTE.—From Baltimore, Md., *via* Cumberland, Md., Bell Air, Ohio, Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and Mattoon, Ill., to St. Louis, Mo.—962 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
March, 1868.....	55	3,120 50	56 44	48 30	24	3
April, 1868.....	55	2,920 00	53 05	48 30	13	1
May, 1868.....	55	2,816 26	51 12	47 15	12	.....
June, 1868.....	52	2,732 20	52 32	46 45	15	1
July, 1868.....	46	2,358 10	51 15	46 00	8	5
August, 1868.....	52	2,759 10	53 03	45 45	14	2
September, 1868.....	53	2,767 10	52 12	47 00	14	2
Whole period....	368	19,474 06	52 55	45 45	100	14

No. 12.—Through mails to Baltimore from St. Louis.

ROUTE.—From St. Louis Mo., *via* Mattoon, Ill., Terre Haute, Ind., Indianapolis, Ind., Columbus Ohio, Bell Air, Ohio, and Cumberland, Md., to Baltimore, Md.—962 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
March, 1868.....	50	2,617 10	52 20	45 00	9	5
April, 1868.....	49	2,467 35	50 21	44 40	5	4
May, 1868.....	54	2,679 05	49 36	44 20	6	4
June, 1868.....	49	2,393 25	48 50	42 50	5	5
July, 1868.....	48	2,284 15	47 35	42 50	5	2
August, 1868.....	51	2,625 20	51 28	43 00	6	2
September, 1868.....	49	2,307 00	47 04	42 50	2	2
Whole period....	350	17,373 50	49 38	42 50	38	24

No. 13.—Through mails to Cincinnati from New York.

ROUTE.—From New York, N. Y., via Pittsburg, Pa., Columbus, Ohio, and Xenia, Ohio, to Cincinnati, Ohio—744 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		Hours. Min.	Hours. Min.	Hours. Min.		
1868.						
March.....	79	2,918 12	36 56	29 00	15	1
April.....	82	2,798 45	34 07	29 00	4	.....
May.....	83	2,804 00	33 47	29 00	4	.....
June.....	82	2,784 00	33 57	29 00	6	.....
July.....	79	2,657 35	33 38	28 50	7	1
August.....	75	2,533 25	33 46	28 30	7	.....
September.....	74	2,690 00	36 21	29 00	14	.....
Whole period.....	554	19,185 57	34 37	28 30	57	2

No. 14.—Through mails to New York from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Xenia, Ohio, Columbus, Ohio, and Pittsburg, Pa., to New York, N. Y.—744 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		Hours. Min.	Hours. Min.	Hours. Min.		
1868.						
March.....	46	1,680 15	36 31	27 55	9	4
April.....	50	1,624 00	32 28	29 10	1	4
May.....	53	1,723 55	32 31	29 05	3	3
June.....	52	1,700 55	32 42	29 00	4	3
July.....	57	1,856 00	32 33	29 15	1	.....
August.....	55	1,761 55	32 02	29 10	2	1
September.....	55	1,787 50	32 30	29 00	2	1
Whole period.....	368	12,134 50	32 58	27 55	22	16

REPORT OF THE POSTMASTER GENERAL.

No. 15.—Through mails to Cincinnati from Washington.

ROUTE.—From Washington, D. C., via Cumberland, Md., Bell Air, Ohio, Columbus, Ohio, and Xenia, Ohio, to Cincinnati, Ohio—654 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		Hours. Min.	Hours. Min.	Hours. Min.		
March	47	1,807 25	38 27	34 45	7	2
April	55	2,037 45	37 03	34 45	4	.....
May	56	2,039 12	36 24	34 10	6	.....
June	56	2,012 40	35 36	34 10	5	.....
July	54	2,028 50	37 34	34 10	10	2
August	54	2,021 40	37 26	34 10	8	1
September	55	2,076 35	37 45	34 40	8	.....
Whole period	377	14,024 07	37 11	34 10	48	5

COMPETING LINE.—From Washington, D. C., via Cumberland, Md., Grafton, W. Va., and Parkersburg, W. Va., to Cincinnati, Ohio—610 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		Hours. Min.	Hours. Min.	Hours. Min.		
March	27	1,361 20	50 25	34 45	11	6
April	26	1,246 50	47 57	38 15	7	6
May	24	1,113 25	46 23	37 00	6	9
June	25	1,283 50	51 21	37 00	10	8
July	26	1,065 15	40 58	34 40	4	5
August	27	1,494 35	55 21	36 50	15	2
September	24	1,161 05	48 22	37 20	10	7
Whole period	179	8,726 20	48 45	34 40	63	49

No. 16.—Through mails to Washington from Cincinnati.

ROUTE.—From Cincinnati, Ohio, *via* Xenia, Ohio, Columbus, Ohio, Bell Air, Ohio, and Cumberland, Md., to Washington, D. C.—654 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		Hours. Min.	Hours. Min.	Hours. Min.		
March	50	1,715 15	34 18	28 30	9	4
April	52	1,654 02	31 48	28 45	2	4
May	52	1,697 34	32 38	27 00	6	5
June	50	1,587 25	31 44	27 00	2	3
July	52	1,771 40	34 04	27 00	9	2
August	55	2,048 03	37 14	27 00	15	1
September	51	1,719 16	33 42	27 00	5	2
Whole period....	362	12,193 15	33 41	27 00	48	21

COMPETING LINE.—From Cincinnati, Ohio, *via* Parkersburg, W. Va., Grafton, W. Va., and Cumberland, Md., to Washington, D. C.—610 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		Hours. Min.	Hours. Min.	Hours. Min.		
March	25	994 45	39 47	29 20	4	11
April	27	904 10	33 29	29 35	2	6
May	27	921 05	34 06	27 30	4	6
June	23	824 40	35 51	27 30	3	10
July	24	998 30	41 36	27 40	5	8
August	23	1,117 18	48 34	27 30	7	9
September	21	790 13	37 37	27 15	2	10
Whole period....	170	6,550 41	38 32	27 15	27	62

REPORT OF THE POSTMASTER GENERAL

No. 17.—Through mails to Columbus from Baltimore.

ROUTE.—From Baltimore, Md., via Cumberland, Md., Benwood, W. Va., Bell Air, Ohio, and Zanesville, Ohio, to Columbus, Ohio—51½ miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		Hours. Min.	Hours. Min.	Hours. Min.		
March	56	1,549 28	27 40	23 40	3	.....
April	55	1,463 45	26 36	24 00	.....	.....
May	57	1,494 20	26 12	22 50	1	.....
June	55	1,419 30	25 48	22 50	.....	.....
July	64	1,693 30	26 27	23 50	1	3
August	60	1,618 20	26 58	23 25	2	1
September	63	1,677 45	26 37	23 25	.....	.....
Whole period	410	10,916 38	26 37	22 50	7	4

COMPETING LINE.—From Baltimore, Md., via Harrisburg, Pa., Pittsburg, Pa., and Steubenville, Ohio, to Columbus, Ohio—526 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		Hours. Min.	Hours. Min.	Hours. Min.		
March	55	1,572 15	28 35	21 50	6	5
April	57	1,575 30	27 38	22 30	5	4
May	58	1,608 01	27 43	22 25	5	2
June	54	1,504 30	27 51	22 15	4	1
July	30	866 00	28 32	22 20	3	7
August	42	1,215 05	28 55	22 45	5	4
September	44	1,263 40	28 43	24 15	3	3
Whole period	340	9,595 01	28 43	21 50	31	26

No. 18.—Through mails to Baltimore from Columbus.

ROUTE.—From Columbus, Ohio, via Zanesville, Ohio, Bell Air, Ohio, Benwood, W. Va., and Cumberland, Md., to Baltimore, Md.—512 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		Hours. Min.	Hours. Min.	Hours. Min.		
March	50	1,347 15	26 56	23 35	-----	5
April	51	1,361 55	26 42	21 50	3	4
May	54	1,429 00	26 27	21 40	3	4
June	50	1,311 55	26 14	21 35	3	5
July	49	1,381 45	28 11	21 40	6	4
August	52	1,541 25	29 38	21 30	6	1
September	52	1,364 55	26 14	21 50	2	3
Whole period.....	358	9,738 10	27 12	21 30	23	26

COMPETING LINE.—From Columbus, Ohio, via Steubenville, Ohio, Pittsburg, Pa., and Harrisburg, Pa., to Baltimore, Md.—526 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		Hours. Min.	Hours. Min.	Hours. Min.		
March	51	1,446 48	28 22	21 50	-----	5
April	51	1,389 50	27 15	21 40	-----	4
May	53	1,444 20	27 15	21 40	-----	4
June	50	1,403 15	28 03	25 25	1	1
July	54	1,585 25	29 21	25 25	1	2
August	56	1,594 25	28 28	25 25	-----	-----
September	54	1,465 30	27 08	23 30	1	1
Whole period.....	369	10,329 33	27 59	21 40	3	17

REPORT OF THE POSTMASTER GENERAL.

No. 19.—Through mails to Chicago from New York.

ROUTE.—From New York, N. Y., via Pittsburg, Pa., Crestline, Ohio, and Fort Wayne Ind., to Chicago, Ill.—901 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
March	77	3,158 15	41 00	36 30	14	2
April	78	3,053 10	39 08	36 15	5	.....
May	80	2,956 30	36 57	35 20	2	.....
June	68	2,666 45	39 13	35 15	8	4
July	82	3,127 45	38 08	35 15	7	.....
August	80	3,067 45	38 20	35 20	7	.....
September	72	2,801 20	38 54	35 15	4	1
Whole period	537	20,831 30	38 47	35 15	47	7

COMPETING LINE.—From New York, N. Y., via Dunkirk, N. Y., Erie, Pa., Cleveland Ohio, and Toledo, Ohio, to Chicago, Ill.—968 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
March	39	2,249 20	57 40	41 35	21	8
April	46	2,028 25	44 05	38 00	10	1
May	48	2,026 55	42 13	37 00	7	2
June	44	1,898 00	43 08	36 40	8	4
July	50	2,003 55	40 04	36 00	5	3
August	45	1,822 35	40 30	36 10	6	2
September	44	1,797 20	40 50	36 10	7	4
Whole period	316	13,826 30	43 45	36 00	64	24

REPORT OF THE POSTMASTER GENERAL.

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No. 20.—Through mails to New York from Chicago.

ROUTE.—From Chicago, Ill., *via* Fort Wayne, Ind., Crestline, Ohio, and Pittsburg, Pa., to New York, N. Y.—901 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
March	50	2,068 55	41 22	37 25	5	4
April	44	1,704 35	38 44	37 00	1	3
May	58	2,220 20	38 16	36 00	3	.....
June	56	2,137 15	38 09	35 45	2	2
July	60	2,234 45	37 14	33 00	4	.....
August	57	2,120 20	37 11	35 00	5	.....
September	55	2,015 15	36 38	35 00	4	.....
Whole period	380	14,501 25	38 09	33 00	24	9

COMPETING LINE.—From Chicago, Ill., *via* Toledo, Ohio, Cleveland, Ohio, Erie, Pa., and Dunkirk, N. Y., to New York, N. Y.—958 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
March	16	756 35	47 17	37 35	6	7
April	26	1,072 25	41 14	37 20	1	7
May	27	1,141 30	42 16	37 40	2	4
June	25	1,008 03	40 19	38 35	.....	5
July	27	1,067 50	40 17	38 40	1	4
August	26	1,042 25	40 05	38 30	.....	5
September	26	1,051 00	40 25	38 40	.....	4
Whole period	173	7,159 48	41 23	37 20	10	36

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

Mail service put in operation in the southern States since 1865.

States.	Cost, 1866.	Cost, 1867.	Cost, 1868.
Virginia.....	\$194,491	\$237,458	\$261,781
North Carolina.....	117,203	134,323	138,397
South Carolina.....	81,536	91,705	123,265
Georgia.....	107,398	148,947	167,030
Florida.....	45,077	51,366	104,345
Tennessee.....	81,367	135,778	137,882
Alabama.....	85,427	139,523	209,046
Mississippi.....	111,288	140,491	158,526
Arkansas.....	45,606	179,491	215,125
Louisiana.....	96,583	242,462	265,183
Texas.....	120,351	369,987	387,879
Totals.....	1,086,527	1,891,531	2,168,459

GEO. WM. MCLELLAN,
Second Assistant Postmaster General.

Statement showing increase and decrease of inland mail service for ten years, from 1859 to 1868, inclusive.

Year.	Service.	No. of routes.	Length of routes.			Miles of annual transportation.			Cost of annual transportation.		
			Miles.	Increase.	Decrease.	Miles.	Increase.	Decrease.	Amount.	Increase.	Decrease.
1859	Railroad		26,010			27,328,384			\$3,943,974		
	Steamboat		19,309			4,369,962			1,157,843		
	"Celerity and security"		214,833			50,470,066			5,066,940		
	Total	8,793	360,052			82,308,412			9,468,757		
1860	Railroad		27,129	1,119		27,633,749	385,365		\$3,349,682	\$105,688	
	Steamboat		14,976		4,233	3,951,268		618,694	1,073,839		\$83,991
	"Celerity and security"		198,469		16,344	43,119,759		7,350,307	4,365,196		681,744
	Total	8,503	340,594		19,458	74,794,776		7,983,036	8,808,710		680,047
1861	Railroad		22,018		5,111	23,116,823		4,538,995	\$2,543,709		\$805,933
	Steamboat		5,339		9,637	1,630,016		2,131,232	390,559		783,283
	"Celerity and security"		113,069		83,447	29,506,615		13,611,144	9,475,186		1,910,010
	Total	6,340	140,399		100,195	54,453,454		20,289,322	5,309,454		3,499,256
1862	Railroad		21,338		680	22,777,919		339,804	\$2,498,115		\$45,594
	Steamboat		5,647	308		2,013,719	183,703		386,243	\$7,686	
	"Celerity and security"		107,028		6,014	28,641,567		867,028	3,067,475	583,286	
	Total	5,900	134,013		6,386	53,432,595		1,022,929	5,853,834	544,380	
1863	Railroad		22,152	814		22,871,556	94,339		\$2,538,517	\$40,402	
	Steamboat		4,744		903	2,004,771		6,496	254,543		\$73,703
	"Celerity and security"		119,702	5,674		31,349,686	2,708,099		9,977,463		80,011
	Total	6,161	139,598	5,585		56,226,015	2,733,490		5,740,522		113,312
1864	Railroad		22,616	464		23,301,949	430,384		\$2,567,044	\$28,527	
	Steamboat		7,278	2,534		2,119,134		107,352	253,974	58,729	
	"Celerity and security"		109,278		3,494	30,901,281		448,405	2,998,151	20,688	
	Total	6,083	139,172	496		56,313,357		195,384	5,818,469	77,947	

*Statement showing operations and results of foreign mail service for the fiscal year ended June 30, 1868.***I.—POSTAGES ON UNITED STATES AND EUROPEAN MAILS.**

The aggregate amount of postage (sea, inland, and foreign) on the mails exchanged with the United Kingdom....	\$858, 820 48
With Prussia	248, 214 54
With France	285, 556 27
With Hamburg	108, 091 33
With Bremen	174, 381 07
With Belgium	13, 679 05
With Netherlands, (six months).....	7, 478 59
With Switzerland, (three months).....	5, 690 20
With Italy, (three months).....	4, 556 23
Total postages.....	1, 706, 467 76

Being \$263, 137 79 less than the amount reported for the previous year.

The postages on mails sent to Europe were as follows, viz:

To Great Britain	\$445, 684 70
To Prussia.....	107, 271 41
To France	147, 822 78
To Bremen	100, 039 11
To Hamburg.....	67, 971 87
To Belgium	6, 438 93
To Netherlands, (six months)	3, 857 81
To Switzerland, (three months)	2, 862 55
To Italy, (three months).....	1, 629 90
Total.....	883, 579 06

The postages on mails received from Europe were as follows, viz:

From Great Britain	\$413, 135 78
From Prussia	140, 943 13
From France.....	137, 733 49
From Hamburg	40, 119 46
From Bremen	74, 341 96
From Belgium	7, 240 12
From Netherlands, (six months)	3, 620 78
From Switzerland, (three months).....	2, 827 65
From Italy, (three months)	2, 926 33
Total	822, 888 70

Postages collected in the United States.....	\$1, 090, 244 03
Postages collected in Europe	616, 223 73
Excess of collections in the United States.....	474, 020 30

Number of letters sent from the United States	\$5, 401, 986
Number of letters received from Europe	4, 666, 673
Total	<u>10, 068, 659</u>

Being an increase of 626,548 over the number reported for the previous year.

Aggregate amounts of letter postage on the mails exchanged with countries of Europe from July 1 to December 31, 1867, and from January 1 to June 30, 1868, respectively.

	From July 1 to December 31, 1867, in- clusive.	From Jan. 1 to June 30, 1868, inclusive.	Total for the year.
With Great Britain.....	\$570, 688 04	\$288, 132 44	\$858, 820 48
With France.....	154, 401 66	131, 154 59	285, 556 27
With Prussia.....	167, 782 89		
With Bremen.....	104, 916 75		
With Hamburg.....	51, 752 41		
With North Germany.....		206, 234 89	530, 686 94
With Belgium.....	8, 071 22	5, 607 83	13, 679 05
With Netherlands.....		7, 478 59	7, 478 59
With Switzerland, (from April 1 to June 30, 1868).....		5, 690 20	5, 690 20
With Italy, (from April 1 to June 30, 1868).....		4, 556 23	4, 556 23
Total.....	1, 057, 612 99	648, 854 77	1, 706, 467 76

The excess of postages on mails sent from the United States to different countries of Europe over that accruing on mails received from the same countries was as follows:

Great Britain	\$32, 548 92
France	10, 089 29
Bremen	25, 697 15
Hamburg	27, 852 41
Netherlands	237 03
Switzerland	34 90
Total.....	<u>96, 459 70</u>

The excess of postages accruing on mails received over those sent was as follows:

Prussia	\$33, 671 72
Belgium	801 19
Italy	1, 296 43
Total.....	<u>35, 769 34</u>

OCEAN TRANSPORTATION.

Number of letters and amounts of postage on the mails conveyed to and from Europe by the following steamship lines:

	Letters.	Postage.
Cunard line	2, 880, 553	\$549, 035 84
Bremen (Lloyd) line	2, 654, 619	407, 377 96
Inman (Dale) line	2, 063, 862	355, 874 59
Hamburg line	1, 600, 389	229, 889 63
Canadian line	353, 632	71, 038 64
French line	323, 292	51, 910 53
Havre line (United States)	169, 575	36, 981 41
Baltimore line	11, 962	2, 790 86
American Lloyd line (United States)	9, 539	1, 382 90
Belgian line	1, 236	185 40
	10, 068, 659	1, 706, 467 76

Number of letters and newspapers, and amounts of postage on the mails conveyed by United States steamships to and from the West Indies, Panama, Mexico, Brazil, Central and South America, Japan and China, &c.

	Number of letters.	Number of newspapers.	Amounts of postage.
West Indies	647, 065	201, 688	\$84, 986 39
Panama and South Pacific	225, 649	191, 912	40, 780 17
Brazil	122, 895	83, 476	14, 711 84
Mexico	29, 199	27, 199	3, 906 07
China and Japan	16, 643	15, 881	1, 981 92
Sandwich Islands	9, 252	4, 865	1, 022 50
Belize (Honduras)	5, 135	.....	413 50
Nicaragua	3, 525	1, 351	379 52
Venezuela	520	960	53 96
	1, 059, 873	527, 352	148, 235 87

During the year ended June 30, 1868, seven round voyages, and during the quarter ended September 30, two round voyages were completed by the steamers of the Pacific Mail Steamship Company between San Francisco and Hong-Kong, as follows:

OUTWARD.

Steamers.	From San Francisco.	Arrival at Yokohama.	Sailed from Yokohama.	Arrived at Hong-Kong.	Running time.
					<i>Days. Hours.</i>
Colorado	July 4, 1867	July 27, 1867	July 29, 1867	August 5, 1867 ..	28 19
Great Republic	Sept. 3, 1867	Sept. 26, 1867	Sept. 28, 1867	October 5, 1867 ..	28 19
China	October 14, 1867	Nov. 6, 1867	Nov. 8, 1867	Nov. 14, 1867	28 1
Great Republic	December 4, 1867	January 3, 1868	January 5, 1868	January 13, 1868 ..	37 5
China	January 13, 1868	February 7, 1868	February 9, 1868	February 15, 1868 ..	29 20
Great Republic	March 7, 1868	April 7, 1868			
New York			April 9, 1868	April 16, 1868	36 16
China	April 18, 1868	May 11, 1868	May 12, 1868	May 19, 1868	28 23
Colorado	June 3, 1868	June 26, 1868	June 30, 1868	July 6, 1868	28 13
New York	July 3, 1868	July 25, 1868			
Great Republic			July 27, 1863	August 4, 1868	2 20

HOMEWARD.

Steamers.	From Hong-Kong.	Arrival at Yokohama.	Sailed from Yokohama.	Arrived at San Francisco.	Running time.
					<i>Days. Hours.</i>
Colorado	August 15, 1867..	August 22, 1867..	August 24, 1867..	Sept. 14, 1867. . .	28 17
Great Republic.	October 15, 1867.	October 23, 1867.	October 25, 1867.	Nov. 19, 1867.	33 11
China	Nov. 26, 1867....	Dec. 4, 1867	Dec. 6, 1867	Dec. 31, 1867	32 20
Great Republic.	January 16, 1868.	January 23, 1868.	January 26, 1868.	February 16, 1868.	28 23
China	February 25, 1868.	March 4, 1868	March 8, 1868	March 31, 1868	31 12
New York.....	April 19, 1868....	April 25, 1868....	April 28, 1868....	May 18, 1868	29 17
China	May 26, 1868	June 2, 1868	June 5, 1868	June 26, 1868	28 20
Colorado	July 15, 1868	July 23, 1868	July 26, 1868	August 16, 1868....	27 21
Great Republic.	August 15, 1868..	August 23, 1868..	August 29, 1868..	Sept. 19, 1868	29 16

DETAILED REGULATIONS

Arranged between the post office of the United States and the post office of Belgium, for the execution of the convention of the 21st day of August, 1867.

ARTICLE I.

The American exchange offices of New York and Boston shall each despatch a mail for the Belgian exchange offices of Antwerp, of Ostend, (local,) and of Ostend, (travelling.)

The Belgian exchange offices of Antwerp, of Ostend, (local,) and of Ostend, (travelling,) shall each despatch a mail to the American exchange offices of New York and Boston.

Table A, hereto annexed, indicates the correspondence to be distributed to each exchange office.

ARTICLE II.

Each mail exchanged between the respective offices shall be accompanied by a letter bill, showing the postages and the charges of transit, the fees, &c., accruing to each office upon the different kinds of correspondence.

The form of this letter bill shall follow the models B 1^o and B 2^o, hereto annexed, and shall be consecutively numbered by the despatching office during each calendar year.

The receiving office shall acknowledge its receipt by the next despatch.

ARTICLE III.

The exchange offices shall divide the correspondence which they despatch into a suitable number of separate packages, according to the letter-bill.

Each of these packages shall bear the proper etiquette, and numbers corresponding to the letter bill.

ARTICLE IV.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated by the despatching office by a figure in the upper left corner of the address.

ARTICLE V.

Registered correspondence shall be described in a register list, following the models C 1° and C 2°, hereto annexed.

All registered letters and the register list shall be enveloped together in strong paper and securely fastened, and the packet inscribed with the word *Registered*, or *Objets Chargé*, and placed in the mail.

The blank in the letter list for expressing the number of registered articles shall be filled in letters expressing the number. In case no registered articles are sent, the proper blank of the letter bill shall be filled with the word *Nihil* or *Nil*.

ARTICLE VI.

The registered lists despatched shall be retained by the receiving office, which shall acknowledge, by the first mail, the receipt of the registered articles, numerically, from No. — to No. —.

If the verification by the exchange office disclose an error of any kind in the register list, it shall be also, by the first mail, notified to the despatching office.

ARTICLE VII.

The two administrations mutually engage to take needful measures for the careful transmission of registered correspondence, and for pursuing it when lost; but it is understood that neither assumes towards the other any pecuniary responsibility in case of loss.

ARTICLE VIII.

All letters exchanged between the two offices shall indicate by stamps or writing thereon the office of origin.

Correspondence fully paid to destination shall be stamped in the United States *Paid All*, and in Belgium *P. D.*

Registered articles shall be stamped *Registered* in the United States, and *Chargé* in Belgium.

Correspondence insufficiently prepaid shall be stamped in the United States *Insufficiently paid*, and in Belgium *Affranchissement insuffisant*, and the amount of deficient postage expressed in figures [black] on the face.

Correspondence despatched by a direct line between the two countries shall be stamped *Direct Service*, or *Service Direct*.

If despatched via England, it shall be stamped to indicate British transit.

ARTICLE IX.

The two postal administrations may exchange in the open mails letters and other correspondence with the foreign countries, and upon the conditions indicated in the tables D 1° and D 2°, hereto annexed.

ARTICLE X.

The tables D 1° and D 2°, hereto annexed, also indicate the foreign countries with which registered correspondence may be exchanged in the open mails between the two offices, and the conditions thereof.

ARTICLE XI.

The respective exchange offices shall mark in *red* ink, in the upper corner of the address, at the right hand, of prepaid letters sent for transit in the open mail, the amount of the postage due to the foreign office of destination; and in the same manner, but in *black* ink, shall mark the amount of the postage due to the originating office upon the unpaid letters sent in transit.

ARTICLE XII.

Articles under band which do not conform to the conditions mentioned in Art. XII of the convention, or which are in no part prepaid, shall be retained by the administration of origin, and shall remain subject to its disposition.

ARTICLE XIII.

Letters originating in or destined for foreign countries, sent in the open mail for transit through the United States, or through Belgium, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid.

ARTICLE XIV.

Letters and all registered articles not deliverable shall be respectively returned to the despatching administration at the end of every month. (See exhibits G, hereto annexed.)

The postage on unpaid letters so returned shall be deducted from the account against the office originally charged therewith.

The postage on prepaid letters so returned shall remain in the account as originally entered.

The expense of transit of unpaid correspondence which has been transported by either administration in closed mails, and shall be returned to the despatching office as not deliverable, shall be deducted from the original amount charged for transit, upon a declaration of the amount by the office claiming the reduction. No charge will be made by either administration for the transit of correspondence returned as not deliverable.

ARTICLE XV.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office to the exchange office which despatched it.

The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter bill relating to such correspondence. The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded or returned, charged with the rate that would have been paid at the first destination.

ARTICLE XVI.

The despatching exchange office shall state on the letter bill for the British office the exact number of single rates of letters (or weight, if required) and the total weight of the other correspondence which shall be despatched in closed mails by the British transit.

ARTICLE XVII.

It is understood that the accounts between the two offices shall be established on the respective letter bills, in the proper money of the despatching office. For the international charges the reduction of these moneys shall be effected in the general accounts, at the rate of five francs and fifteen centimes of Belgium for one dollar of the United States.

In entering the foreign charges on the letter bill, in the money of the sending office, the cent shall be considered as the equivalent of five centimes.

It is also understood that the quarterly accounts shall be paid respectively in gold, and in the denominations of the money of the creditor office.

ARTICLE XVIII.

The quarterly accounts mentioned in Art. XV of the convention shall be prepared by the respective despatching offices of exchange. They shall be based upon the acknowledgments of receipt, and shall respectively be prepared according to the models hereto annexed, and marked E 1^o and E 2^o. A recapitulation of these accounts, showing the definitive result, alike for the debit and the credit, shall be prepared by the United States office according to the form hereto annexed, and marked F, and shall then be transmitted, with the quarterly accounts on which it is based, for the examination of the other office.

ARTICLE XIX.

It is understood that Art. VI of the convention, relative to a direct line of steam packets between the two countries, shall be carried into effect as soon as either administration shall notify the other of the establishment of such a line which it has adopted for the despatch of its mails.

Done in duplicate, and signed at Brussels the 25th day of November, and at Paris the 26th day of November, one thousand eight hundred and sixty-seven.

[L. S.]

JOHN A. KASSON,
Special Commissioner of the U. S. Post Department.

[L. S.]

FASSIAUX,
Director General of Railroads, Posts, and Telegraphs.

POST OFFICE DEPARTMENT,
Washington, January 15, 1868.

The foregoing articles of detailed regulations for carrying into execution the postal convention of August 21, 1867, between the United States and Belgium, are hereby ratified and approved.

Witness my hand and the seal of the Post Office Department, this fifteenth day of January, A. D. 1868.

[L. S.]

ALEX. W. RANDALL,
Postmaster General.

A.—Table showing the directions to be given to correspondence of all kinds exchanged between the Belgian post office and the United States post office, by way of England.

MAILS OF THE BELGIAN OFFICE.

OFFICES OF EXCHANGE.		Designation of the packets by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Forwarding.	Receiving.			
Ostend, (travelling)	Boston...	Line from—		
		Liverpool to New York	Belgium, (except Antwerp,) and the foreign countries to which Belgium serves as an intermediary.	Boston.
		Bremen to New York by Southampton.	Do	Do.
		Hamburg to New York by Southampton.	Do	Do.
		Canadian packet.....	Do.....	Do.
	New York	Liverpool to New York	Belgium, (except Antwerp,) and the foreign countries to which Belgium serves as an intermediary.	The United States, (except Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediary.
		Bremen to New York by Southampton.	Do	Do.
		Hamburg to New York by Southampton.	Do	Do.
		Canadian packet.....	Do	Do.
	Boston...	Liverpool to New York	Antwerp	Boston.
		Bremen to New York by Southampton.	Do	Do.
		Hamburg to New York by Southampton.	Do	Do.
Antwerp..	New York	Liverpool to New York	Antwerp	The United States, (except Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediary.
		Bremen to New York by Southampton.	Do	Do.
		Hamburg to New York by Southampton.	Do	Do.
		Canadian packet.....	Do	Do.

A.—Table showing the directions to be given to correspondence, &c.—Contin'd.

MAILS OF THE UNITED STATES OFFICE.

OFFICES OF EXCHANGE.		Designation of the packets by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Forwarding.	Receiving.			
Boston ...	Ostend, (travelling)	Line from—		
		New York to Liverpool	Boston	Belgium, (except Antwerp,) and the foreign countries to which Belgium serves as an intermediary.
		New York to Bremen by Southampton.	Do	Do
		New York to Hamburg by Southampton.	Do	Do
	Antwerp..	New York to Liverpool	Boston	Antwerp
		New York to Bremen by Southampton. New York to Hamburg by Southampton.	Do	Do
New York.	Ostend, (travelling)	New York to Liverpool	The United States, (except Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediary.	Belgium, (except Antwerp,) and the foreign countries to which Belgium serves as an intermediary.
		New York to Bremen by Southampton.	Do	Do
		New York to Hamburg by Southampton.	Do	Do
	Antwerp..	New York to Liverpool	The United States, (except Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediary.	Antwerp
		New York to Bremen by Southampton. New York to Hamburg by Southampton.	Do	Do
			Do	Do

Stamp of the
originating office.

Belgian Postal Administration

(B. 1°.)

Letter bill of the mail sent by the Belgian exchange office of _____ to the United States exchange office of _____,
by the way of _____, the _____, 186-. Received the _____, 186-.

{ CORRESPONDENCE WITH THE
UNITED STATES OFFICE.

(Number of the despatch.)

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.		Standard weight per single rate.	Single rate.
		No. of single rates.	Amount of postage.	No. of single rates.	Amount of postage.	Grams.	
1	Prepaid letters		F. —		F. —	15	48c.
2	Unpaid letters		—		—	15	48c.
3	Insufficiently paid letters. { No. of rates Amount of stamps affixed. Amount of deficient postage		—		—	15	—
4			—		—	—	—
5			—		—	—	—
	Total number of single rates						
6	Prepaid newspapers and prints					50	10c.
7	Prepaid patterns of merchandise					120	40c.

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.	
		No. of single rates.	Amount of postages.	No. of single rates.	Amount of postage.
8 } 9 } 10 } 11 }	Letters from Belgium for foreign countries in transit through the United States.....	Unpaid.....	International rate.....	—	—
12 }	Prepaid.....	Foreign postage due to the United States.....	—	—	—
13 }	{ Addressed to the U. S. { Addressed to foreign countries in transit through U. S. {	Unpaid.....	International rate.....	—	—
14 }		Prepaid.....	International rate.....	—	—
15 }		Unpaid.....	Foreign postage due to the United States.....	—	—
16 }		Unpaid.....	International rate.....	—	—
17 }			Foreign postage due to Belgium.....	—	—
	Total number of single letter rates.....				
18	Newspapers, prints, and samples of merchandise prepaid, originating in Belgium and addressed to foreign countries in transit through the U. S., or coming from foreign countries in transit through Belgium for the U. S. and the countries beyond.		Net amount of international rate.....	—	—
19			Amount of foreign postage due the United States.....	—	—

TABLE III.—VARIOUS ARTICLES.

20	Number of fixed fees collected upon registered articles.....	—	—	—
21	Amount of supplementary register fees due to the United States upon registered articles addressed to foreign countries.....	—	—	—
22	Total number of single rates and net weights of letters contained in this mail, (Arts. 1, 2, 3, 8, 9, 11, 12, 14, 16, and 24).....	—	Grams.	Grams.
23	Net weight of newspapers, prints, and patterns contained in this mail, (Arts. 6, 7, 18, and 19).....	—	Grams.	Grams.
	Number of registered articles contained in this despatch.....	—	—	—

BELGIAN POSTAL }
ADMINISTRATION. }

{ CORRESPONDENCE WITH
THE UNITED STATES.

Acknowledgment of receipt for the mail despatched by the United States exchange office of _____ to the Belgian exchange office of _____ by the way of _____, the _____, 186____. Received the _____, 186____.

(Number of the despatch.)

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.		Standard weight per single rate.	Single rates.
		No. of single rates.	Amount of postage.	No. of single rates.	Amount of postage.		
1	Letters prepaid.....					Grams.	15
2	Letters unpaid.....						15
3	Letters insufficiently paid { Number of rates..... Amount of stamps affixed..... Amount deficient.....						15
4							
5							
	Total number of single rates of letters.....						
6	Prepaid journals.....						
	Other prepaid printed matter.....						
	Prepaid patterns of merchandise.....						

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.	
		No. of single rates.	Amount of postage.	No. of single rates.	Amount of postage.
7 } 8 } 9 } 10 } 11 } 12 } 13 } 14 } 15 } 16 }	Letters from United States addressed to foreign countries in transit through Belgium. { Unpaid { International rate..... Prepaid { Foreign postage due to Belgium..... Addressed to { Prepaid { International rate..... Belgium. { Unpaid { Foreign postage due to the United States..... Addressed to foreign countries in transit through Belgium. { Prepaid { Foreign postage due to Belgium..... Unpaid { International rate..... Foreign postage due to the U. S.....	— — — — — — — — — —	— — — — — — — — — —	— — — — — — — — — —	— — — — — — — — — —
17 } 18 }	Newspapers, prints, and patterns of merchandise, prepaid, originating in the United States, addressed to foreign countries in transit through Belgium, or coming from foreign countries in transit through the United States for Belgium and the countries beyond. { Total number of single letter rates..... Net amount of international postage..... Amount of foreign postage due to Belgium.....	— — — —	— — — —	— — — —	— — — —

TABLE III.—VARIOUS ARTICLES.

19	Number of fixed fees collected upon registered articles.....	—	—	—	—
20	Amount of supplementary register fees to pay to Belgium upon registered articles addressed to foreign countries.....	—	—	—	—
21	Total number of single rates and net weights of letters in the present despatch, (articles 1, 2, 3, 7, 8, 10, 11, 13, 16, and 23).....	—	Grams.	—	Grams.
22	Net weight newspapers, prints, and patterns of merchandise in the present despatch, (articles 6, 17, and 18).....	—	Grams.	—	Grams.
Number of registered articles by this despatch.		—	—	—	—

REPORT OF THE POSTMASTER GENERAL.

TABLE IV.—RETURNED CORRESPONDENCE.

Numbers of the items.	Nature of the correspondence.	Statement by the despatching exchange office.			Verification by the receiving exchange office.		
		D.	C.	Number.	D.	C.	Number.
23	Letters prepaid and unpaid, of whatever origin, addressed to persons having changed their residence { Postage to reimburse upon unpaid letters ... Expense of return at 4¢ cents per single rate.						
	Total.....						
24	Misdirected articles returned, (memorandum).....						

TABLE V.—CLOSED MAILS CONTAINED IN THE PRESENT DESPATCH.

Number of the items.	Origin of the mails.	Destination.	Letters.		Journals and prints.	
			No. of rates.		Net weight.	
95		Total number of letter rates.....				
96		Weight of printed matter, &c.				

POST OFFICE DEPARTMENT
OF THE
UNITED STATES OF AMERICA. }
Letter bill No. ———, for mails despatched from ——— to ———, via ———. Sent the ———, 18——; arrived the ———, 18——.

(B 20.)

{ CORRESPONDENCE
WITH
BELGIUM.

Number of the items of account.	Statement by the United States office.		Verification by the Belgian office.	
	No. of single rates.	Amounts. Dolla. Cts.	No. of single rates.	Amounts. Dolla. Cts.
TABLE I.—INTERNATIONAL CORRESPONDENCE, (including registered articles—postage only.)				
1	Letters fully prepaid.....	15	1½	
2	Letters wholly unpaid.....	"	"	
3	Letters insufficiently paid, { { No. of single rates. { Amount prepaid..... { Amount deficient.....	"	"	
4				
5	Total No. of single international rates.....			
6	Journals, { whether fully prepaid } Other prints, {			

[illegible]

TABLE III.—OF REGISTER FEES.

Total number of register fees and registered articles herewith.....
Amount of supplementary fees on same, due to countries beyond Belgium, to account for to Belgium..

TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.

21	}	Letters, prepaid and unpaid, of whatever origin, forwarded to persons who have changed their national address	{	Prior postage unpaid, amount to account for, to exclusive credit of United States	{	No. of international rates, (unpaid)]
22							
[Memo.—Articles missent, or wrongly addressed. Note the number of articles.....]							

No. of registered articles by this mail :

POST OFFICE DEPARTMENT }
 OF THE }
 UNITED STATES. }
 BY THE }
 ACKNOWLEDGMENT }
 { CORRESPONDENCE }
 { WITH }
 { BELGIUM. }

United States post office at ———, of the receipt of the Belgian mail, sent by the post office of ———, No. —, dated ———, 18—, coming via ———.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the articles.	Nature of the correspondence.	Standard weight per single rate.	Single rate.	Statement by the despatching office of exchange.		Verification by the receiving office of exchange.	
				Number of single rates.	Amount of postage.	Number of single rates.	Amount of postage.
		<i>Grams.</i>			<i>Francs.</i>		<i>Cent.</i>
1	Paid letters	15	15		—		—
2	Unpaid letters	15	15		—		—
3	Letters insufficiently paid, { Number of rates Amount of prepaid postage Amount of deficient postage	15	—		—		—
4		—	—		—		—
5		—	—		—		—
	Total number of single letter rates						
6	Prepaid newspapers and prints	50	10				
7	Prepaid samples of merchandise	120	40				

Acknowledgement by the United States post office, &c.—Continued.
TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the articles.	Nature of the correspondence.	Statement by the despatching office of exchange.		Verification by the receiving office of exchange.	
		Number of single rates.	Amount of postage.	Number of single rates.	Amount of postage.
8	Letters from Belgium to foreign countries in transit through the United States ..		Unpaid		Cent.
9			{ International rate		—
10			{ Foreign postage due to the United States		—
11			{ Destined (Paid		—
12	Letters originating in foreign countries to which Belgium serves as an intermediary		for the United States. { International rate		—
13			Unpaid. { Foreign postage to be reimbursed to Belgium		—
14			Destined for { International rate		—
15			foreign countries in transit through the United States		—
16			{ Paid		—
17			{ Foreign postage due to the United States		—
			{ International rate		—
	Total number of single letter rates		Unpaid. { Foreign postage to be reimbursed to United States		—
			{ Belgium		—
18	Journals, prints, and samples of merchandise, prepaid, originating in Belgium and destined for foreign countries in transit through the United States, or originating in foreign countries in transit through Belgium for the United States and for countries beyond		Net amount of international postage		—
19			Am't of foreign postage due the United States		—

TABLE III.—VARIOUS ARTICLES.

Numbers of the articles.	Nature of the correspondence.	Statement by the despatching office of exchange.		Verification by the receiving office of exchange.	
		Number of single rates.	Amount of postage.	Number of single rates.	Amount of postage.
20	Number of fees received upon registered articles.....		<i>Francs.</i> <i>Cent.</i>		<i>Francs.</i> <i>Cent.</i>
21	Number of supplementary register fees due to the United States upon registered articles destined for foreign countries	—		—	
22	Total number of single rates and net weights of letters comprised in the present despatch (<i>Arts. 1, 2, 3, 8, 9, 11, 12, 14, 16, and 24</i>).....		<i>Grammes.</i>		<i>Grammes.</i>
23	Net weight of journals, prints, and samples of merchandise contained in the present despatch (<i>Arts. 6, 7, 18, and 19</i>)	—	<i>Grammes.</i>	—	<i>Grammes.</i>
	[Number of registered articles contained in the present despatch.]				

Acknowledgment by the United States post office, &c.—Continued.

TABLE IV.—RETURNED CORRESPONDENCE.

Number of the articles.	Nature of the correspondence.	Statement of the des- patching exchange office.		Verification by the receiving exchange office.	
		<i>Francs.</i>	<i>Centimes.</i>	<i>Francs.</i>	<i>Centimes.</i>
24	Paid and unpaid letters, { Deficient postage due on unpaid letters. of any origin, addressed { to persons who have { changed their residence. { Expense of returning the correspondence at 22½ centimes per single rate. Total.....				
25	Illegibly addressed objects returned (memorandum).....				
		Number.		Number.	

TABLE V.—CLOSED MAILS IN TRANSIT, ADJOINED TO THE PRESENT DESPATCH.
Mails originating in foreign countries, in transit through Belgium, destined for the United States.

Number of the articles.	Origin.	Destination.	Letters.	Journals and prints.
			Number of rates.	Net weight.
26			Total number of letter rates	
			Weights of prints, &c.	
27				

_____, Postmaster.

[C 1^o.]

POST OFFICE DEPARTMENT OF BELGIUM.—CORRESPONDENCE WITH THE UNITED STATES POST OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the Belgian office of exchange of _____ to the United States office of exchange of _____, the _____, 18____.

Numbers.	Nature of the registered articles. (1)	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the United States office on registered articles destined for foreign countries.		Verification by the receiving officer.
					Dollars.	Cents.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of the registered articles to be carried to art. 20 of the letter bill.							
Total amount to be carried to art. 21 of the letter bill.....							

Certified by _____

(1) Letters, newspapers or book packets under band, patterns of merchandise, &c.

[C 2^o.]

POST OFFICE DEPARTMENT OF THE UNITED STATES —CORRESPONDENCE WITH THE BELGIAN POST OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of _____ to the Belgian office of exchange of _____, the _____, 18____.

Number.	Nature of the registered articles. (1)	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the Belgian office on registered articles destined for foreign countries.		Verification by the receiving officer.
					Dollars.	Cents.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of the registered articles to be carried to art. 19 of the letter bill.							
Total amount to be carried to art. 20 of the letter bill.....							

Certified by _____

(1) Letters, newspapers or book packets under band, patterns of merchandise, &c.

D 1°.

Table showing the countries with which the United States may exchange correspondence through the Belgian open mails, and the amounts to be added to the international rates between the United States and Belgium for account of the countries beyond.

From and to—	Description of correspondence.	Standard weight.	Additional postage.	Additional register fee.	Observations.
		<i>Grams.</i>	<i>Centimes.</i>	<i>Centimes.</i>	
The Netherlands....	Letters.....	10	.10	.20	} Registration not allowed.
	Journals and prints..	100	.5	.....
	Samples.....	100	.10	.....
Grand Duchy of Luxembourg.	Letters.....	10	.10	.20	} Registration not allowed.
	Journals and prints..	100	.5	.....
	Samples.....	100	.10	.....
Switzerland.....	Letters.....	10	.20	.20	} Registration not allowed.
	Journals and prints..	50	.10	.....
	Samples.....	100	.20	.....
Italy.....	Letters.....	10	.30	.20	} Registration not allowed.
	Journals and prints..	50	.10	.....
	Samples.....	100	.30	.....

D 2°.

Table showing the countries with which Belgium may exchange correspondence through the United States open mails, and the amount to be added to the international rates between Belgium and the United States for account of exterior service.

Countries.	Letters.			Newspapers.			Book packets, prints, and samples.			Observations.
	Standard weight.	Additional postage.	Additional register fee.	Standard weight.	Additional postage.	Additional register fee.	Standard weight.	Additional postage.	Additional register fee.	
	<i>Gms.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Gms.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Gms.</i>	<i>Cts.</i>	<i>Cts.</i>	
Acapulco.....	15	10		120	2		12	4		At present registration exists only for Canada, New Brunswick, Nova Scotia, and Panama, and for letters only. Samples must be confined to samples and sample cards of dry, flexible material. Packages of hardware, groceries, &c., are subject to full letter-rate of postage under existing laws of the United States, and hence cannot be forwarded to countries beyond at less than letter-rate of postage.
Aspinwall.....	"	10			2		"	4		
Belize, British Honduras.	"	10			2		"	4		
Brazil.....	"	10			2		"	4		
Canada.....	"		5				"			
New Brunswick.....	"		5				"			
Nova Scotia.....	"		5				"			
Central America and Pacific Coast, via Panama.	"	10			2		"	4		
China.....	"	10			2		"	4		
Costa Rica.....	"	10			2		"	4		
Cuba.....	"	10			2		"	4		
Guatemala.....	"	10			2		"	4		
Japan.....	"	10			2		"	4		
Mexico, by sea.....	"	10			2		"	4		
Nicaragua, Pacific Coast, via Panama.	"	10			2		"	4		
Panama.....	"	10	8		2		"	4		
Sandwich Islands.....	"	10			2		"	4		
St. Thomas, via U. S.	"	10			2		"	4		
Brazilian packets.	"						"			
Venezuela.....	"	10			2		"	4		
West Indies, British...	"	10			2		"	4		

— QUARTER, 186 — CORRESPONDENCE FROM THE BELGIAN OFFICE
OF — TO THE AMERICAN OFFICE OF —.

Recapitulation of the sums stated in the other part.

Nos. of the articles of the letter-bill.	Sums collected by the Belgian offices for which account must be made to the United States.				Nos. of the articles of the letter-bill.	Sums collected by the United States office and for which account must be rendered to Belgium.			
	Sums to be divided with the U. S. office.		Sums wholly due to the U. S. office.			Sums to be divided with the Belgian office.		Sums wholly due the Belgian office.	
1	Fr.	C.	Fr.	C.	2	Fr.	C.	Fr.	C.
4					5				
6					8				
7					12				
9					13				
10					16				
11					17				
14					24				
15					26				
18					27				
19									
20									
21									
Total					Total				
22 23	To be deducted—land and sea charges paid for intermediate transit. Letters, newspapers, prints, &c.								
Remainder									
‡ of this sum, due U. S. office, is					‡ this sum, due to Belgian office, is				
Total of sum due the U. S. office....					Total of sum due the Belgian office is				

Certified by the — of Posts.

E 2°.

QUARTERLY ACCOUNT

*Of the mails sent by the United States Exchange Office of ——— to the
Belgian Exchange Office of ———, during the quarter ending ———, 18—,
via ———.*

E 2^c.—Quarterly account of the mails sent by the United States exchange office of ——— to

[THE FIGURES BELOW REFER TO THE NUMBERS]

	1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	
	I.—INTERNATIONAL CORRESPONDENCE.								II.—EXTRA-NATIONAL							
Numbers of the letter-bills.	Pre-paid letters	Un-paid letters	Letters insufficiently paid.	Journals, &c.	Letters originating in the United States for transit to countries beyond Belgium.			Letters originating outside the U. S. and forwarded in U. S. mails—								
	Number of rates.	Number of rates.	Total amount prepaid.	Total amount deficient.	Total amount prepaid.	Unpaid.	Prepaid.	Addressed to Belgium.		Addressed to countries beyond Belgium.						
								Prepaid.	Unpaid.	Prepaid.	Unpaid.	Prepaid.	Unpaid.			
			\$ ct	\$ ct	\$ ct			\$ ct			\$ ct		\$ ct		\$ ct	
Totals																
At rate of	15 —	15 —				15 —	15 —		15 —	15 —		15 —		15 —		
	1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	

the Belgian exchange office of ———, during the quarter ending ———, 18—, via ———.

OF THE ITEMS OF THE LETTER-BILL.]

17	18	19	20	21	22	23	25	26	28
CORRESPONDENCE.		III.—REGISTER FEES.		IV.—LETTERS RE-SENT.		V.—INTER-MEDIATE TRANSIT.		VI.—TRANSIT OF CLOSED MAILS.	
Prepaid journals, prints, samples, &c., originating in the U. S. and addressed to countries beyond Belgium, or coming from countries outside the U. S. and addressed to Belgium, or to the countries beyond Belgium.		Number of the register fees received on the registered articles sent.		Letters unpaid and prepaid, wherever originating, forwarded to persons who have changed their national residences.		Via ocean and England.		Across Belgium.	
Amount of the international (direct) postage.		Amount of the supplementary register fees to account for to Belgium for the countries beyond.		Letters.		Journals, &c.		Letters.	
Amount of the foreign postage to account for to Belgium for countries beyond.		Number of the register fees received on the registered articles sent.		Journals, &c.		Letters.		Journals, &c.	
Prior postage unpaid. Amount to account for to exclusive credit of the U. S.		Number of the register fees received on the registered articles sent.		Letters.		Journals, &c.		Letters.	
Expense of returning correspondence at 4¢ cents per single rate.		Number of the register fees received on the registered articles sent.		Journals, &c.		Letters.		Journals, &c.	
Total number of rates by each mail.		Number of the register fees received on the registered articles sent.		Journals, &c.		Letters.		Journals, &c.	
Total weight in kilograms.		Number of the register fees received on the registered articles sent.		Journals, &c.		Letters.		Journals, &c.	
Number of rates.		Number of the register fees received on the registered articles sent.		Journals, &c.		Letters.		Journals, &c.	
Net weight in kilograms.		Number of the register fees received on the registered articles sent.		Journals, &c.		Letters.		Journals, &c.	
		10				9		5	
		—				—		c ms	
								fr.—	
								33	
								—	
								fr.—	

— QUARTER, 186—. — CORRESPONDENCE FROM THE AMERICAN OFFICE
OF — TO THE BELGIAN OFFICE OF —.

Recapitulation of the within account.

Numbers of the items of the letter-bill.		Sums collected by the U. S. office, for which account must be rendered to Belgium.				Numbers of the items of the letter-bill.		Sums collected by the Belgian office, for which account must be rendered to U. S.			
		Sums to be divided with the Belgian office.		Sums wholly due to the Belgian office.				Sums to be divided with the U. S. office.		Sums wholly due to the U. S. office.	
		Dolla.	Cts.	Dolla.	Cts.			Dolla.	Cts.	Dolla.	Cts.
1						2					
4						5					
6						7					
8						11					
9						12					
10						15					
13						16					
14						21					
17						22					
18											
19											
20											
26											
28											
Total.....						Total.....					
23	Deduct intermediate transit charges.										
25											
	Letters, newspapers, prints, &c.										
Remainder.....											
One-half this sum, due to Belgium, is						One-half this sum, due the U. S., is					
Total of sums due the Belgian office is						Total of sums due the U. S. office is					

Certified by the —.

REPORT OF THE POSTMASTER GENERAL.

127

POST OFFICE DEPARTMENT }
UNITED STATES OF AMERICA. }

F.

{ CORRESPONDENCE
{ WITH BELGIUM.

RECAPITULATION.

For the quarter ending—, 18— Quarterly account.	Mails sent by the way of —.	Net balance in favor of U. S. office.	Net balance in favor of Bel- gium office.
<i>East:</i> New York to Ostend, (local.)	England.		
New York to Ostend, (travelling.)	"		
New York to Antwerp..	"		
Boston to Ostend, (local.)	"		
Boston to Ostend, (trav- elling.)	"		
Boston to Antwerp.....	"		
New York to Antwerp..	Direct.		
Boston to Antwerp.....	"		
<i>West:</i> Ostend (local) to New York.	England.		
Ostend (local) to Boston.			
Ostend (travelling) to New York.			
Ostend (travelling) to Boston.	"		
Antwerp to New York..	"		
Antwerp to Boston.....	"		
Antwerp to New York..	Direct.		
Antwerp to Boston.....	"		
	Balance is		
Of correspondence returned as not deliverable, (dead :)	Credit to U. States.	Credit to Belgium.	
Returned by U. S. office, borde- reau for month of —.			
Returned by U. S. office, borde- reau for month of —.			
Returned by U. S. office, borde- reau for month of —.			
Returned by Belgian office, bordereau for —.			
Returned by Belgian office, bordereau for —.			
Returned by Belgian office, bordereau for —.			
The difference is			
The final balance in favor of — is			

DETAILED REGULATIONS.

Arranged between the General Post Office of the United States of America and the General Post Office of the Netherlands, for the execution of the convention of the 26th day of September, 1867.

ARTICLE I.

The exchange office of Moerdyk shall make up a closed mail for the exchange office of New York. The exchange of New York shall on its part make up a closed mail for Moerdyk.

Until further notice the only exchange office on the part of the United States shall be New York.

ARTICLE II.

Each mail exchanged between the two offices shall be accompanied by a letter-bill, showing the postages, the charges of transit, the fees, &c., accruing to each office upon the different kinds of correspondence.

The form of this letter-bill shall follow the models A and B hereto annexed, and they shall consecutively be numbered by the despatching office during each calendar year.

The receiving office shall immediately acknowledge the receipt.

ARTICLE III.

The exchange offices shall divide the correspondence which they despatch into a suitable number of separate packages, according to the letter-bill.

Each of these packages shall bear the proper etiquette and numbers corresponding to the letter-bill.

ARTICLE IV.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated by the despatching office by a figure in the upper left corner of the address.

ARTICLE V.

Registered correspondence shall be described in a register list, following the model C, hereto annexed.

All registered letters shall be enveloped together in strong paper and securely fastened, and the packet inscribed with the word *Aangeteekend* or *Registered* and placed in the mail.

The blank in the letter-bill for expressing the number of registered articles shall be filled by letters expressing the number. In case no registered articles are sent, the proper blank of the letter-bill shall be filled with the word *nihil* or *nil*.

ARTICLE VI.

The registered letters despatched shall be acknowledged immediately by the receiving office by the first mail following the receipt.

If the verification by the receiving office shall disclose an error of any kind in the register list, it shall be also, by the first mail, notified to the despatching office.

ARTICLE VII.

The two administrations mutually engage to take needful measures for the careful transmission of registered correspondence, and for pursuing it when lost; but it is understood that neither assumes to the other any pecuniary responsibility in case of loss.

ARTICLE VIII.

All letters exchanged between the two offices shall indicate by stamp or writing thereon the office of origin.

Correspondence fully paid to destination shall be stamped *Franco* in the Netherlands, and *Paid All* in the United States.

Registered articles shall be stamped *Aangeteekend* in the Netherlands, and in the United States, *Registered*.

Correspondence insufficiently prepaid shall be stamped in the Netherlands *Ontoereikend*, and in the United States *insufficiently paid*, and the amount of deficient postage expressed in figures on the face.

Whenever different lines of communication shall be employed between the two offices, the letters unpaid and insufficiently paid shall be stamped to indicate the route by which they are sent.

ARTICLE IX.

The countries with which, and the conditions on which letters, ordinary and registered, and also other correspondences, may be exchanged in the open mails from the Netherlands to the United States, are indicated in the table marked D, hereto annexed.

ARTICLE X.

The respective exchange offices shall mark in *red* ink, in the upper right corner of the address of prepaid letters sent for transit in the open mail, the amount of the postage due to the foreign office of destination; and in the same manner, but in *black* ink, shall mark the amount of the postage due to the foreign office of origin upon the unpaid letters so sent in transit.

ARTICLE XI.

Correspondence under band which does not conform to the conditions mentioned in Art. XII of the Convention, or which are in no part prepaid, shall be retained by the administration of origin, or, if sent, shall not be subject to account.

ARTICLE XII.

Letters originating in or destined for foreign countries, sent in the open mail through the United States, or through the Netherlands, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken of the amount prepaid between the two administrations.

ARTICLE XIII.

Letters and all registered articles not deliverable shall be respectively returned to the despatching administration at the end of every month.

The postage on unpaid letters so returned shall be deducted from the account against the office originally charged therewith.

The postage on prepaid letters so returned shall remain in the accounts as originally entered.

The expense of transit of unpaid correspondence which has been transmitted by either administration in closed mails, and which shall be returned to the despatching office as not deliverable, shall be deducted from the original amount charged for transit upon a declaration of the amount by the office claiming the reduction. No charge will be made by either administration for the transit of correspondence returned as not deliverable.

ARTICLE XIV.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office to the exchange office which despatched it.

The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter-bill relating to such correspondence. The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded or returned, charged with the rate that would have been paid at the first destination.

ARTICLE XV.

The despatching exchange office shall state on the letter-bill to the intermediate exchange offices the exact number of single rates of letters (or weight, if required) and the total weight of the other correspondence which shall be despatched in closed mails.

ARTICLE XVI.

It is understood that the accounts between the two offices shall be established on the respective letter-bills, in the proper money of the despatching office. For the international charges the reduction of these moneys shall be effected in the general accounts, at the rate of $2\frac{42}{100}$ guilders for one dollar of the United States.

In entering the foreign charges on the letter-bill, in the money of the despatching office, the *cent* of the United States and two and a half cent. of the Netherlands shall be taken as equivalents.

It is also understood that the quarterly accounts shall be paid respectively in gold, and in the denominations of the money of the creditor-office.

ARTICLE XVII.

The quarterly accounts shall be prepared by the respective despatching offices of exchange. They shall be based upon the acknowledgements of receipts, and shall respectively be arranged according to the models hereto annexed, and marked E and F.

A recapitulation of these accounts, showing the definitive results, alike for the debit and the credit, shall be prepared by the United States office, and shall then be transmitted, with the accounts on which it is based, for the examination of the Netherlands office.

Done in duplicate, and signed at Paris the 26th day of November, one thousand eight hundred and sixty-seven.

J. P. HOFSTEDE,
Chief Director of the General Post Office of the Netherlands.
JOHN A. KASSON,
Special Commissioner, &c., &c.

POST OFFICE DEPARTMENT,
Washington, January 21, 1868.

The foregoing articles of detailed regulations for carrying into execution the postal convention of 26th September, 1867, between the United States and the Netherlands, are hereby ratified and approved.

Witness my hand and the seal of the Post Office Department, this twenty-first day of January, A. D. 1868.

[L. S.]

ALEX. W. RANDALL,
Postmaster General.

Letter-bill for the mail sent by the exchange office of _____ to the exchange office of _____, via _____, the _____, 18____.

10 P M G

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.		Standard weight per single rate.	Single rate.
		No. of single rates.	Amount of postages.	No. of single rates.	Amount of postages.		
		Fl.	Cts.	Fl.	Cts.	Grms.	Cts.
1	Prepaid letters.....	—	—	—	—	15	40
2	Unpaid letters.....	—	—	—	—	15	40
3	{ Number of rates. { Amount of postage stamps affixed { Amount of postage deficient	—	—	—	—		
4		—	—	—	—		
5		—	—	—	—		
	Total number of single rates						
6	Journals and prints prepaid or insufficiently paid.....					40	7
6*	Patterns prepaid or insufficiently prepaid					40	7

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of the items.	Nature of the correspondence.	Statement by the despatching ex-change office.		Verification by the receiving ex-change office.	
		No. of single rates.	Amount of postages.	No. of single rates.	Amount of postages.
			Fl. Cts.		Fl. Cts.
7 } 8 } 9 } 10 } 11 } 12 } 13 } 14 } 15 } 16 }	Letters from the Netherlands for } Unpaid, or insufficiently prepaid. foreign countries in transit } International rate. through the United States.... } Prepaid. } Foreign postage to pay to the United States Addressed to the } Prepaid. United States. } Unpaid, or insufficiently paid international rate. Letters originating in } Foreign postage to the Netherlands. the foreign coun- } International rate. tries to which the } Prepaid. } Foreign postage to pay to the United States. Netherlands serve } Unpaid, or as an intermediary. } transit through the } International rate. United States. } insufficiently } Foreign postage to reimburse to the Nether- paid. } lands.	— — — — — — — — — —	— — — — — — — — — —	— — — — — — — — — —	— — — — — — — — — —
	Total number of single rates.....				
17 } 18 }	Prepaid journals, prints, and samples of merchandise (Net amount of the international rate..... originating in the Netherlands addressed to foreign countries in transit through the United States or coming from countries in transit through the Nether- lands for the United States and countries beyond. } Amount of foreign postages to pay to the United States.....	— —	— —	— —	— —

TABLE III.—VARIOUS ARTICLES.

Nos. of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.	
		No. of single rates.	Amount of postage.	No. of single rates.	Amount of postage.
			Fl. Cts.		Fl. Cts.
19 } 20 }	Number of fixed fees collected upon registered articles..... Amount of supplementary register fees to pay to the United States upon registered articles addressed to foreign countries.....	—	—	—	—
21	Total number of single rates and net weights of letters by this mail, (Arts. 1, 2, 3, 7, 8, 10, 11, 13, 15, and 24).....	—	Grams.	—	Grams.
22	Net weight of journals, prints, and samples of merchandise by this mail, (Arts. 6, 6*, and 17).....	—	—	—	—

TABLE IV.—RETURNED CORRESPONDENCE.

Nos. of the items.	Nature of the correspondence.	Statement of the despatching office.		Verification by the receiving office.	
		Fl.	Cts.	Fl.	Cts.
			Number.		Number.
23 } 24 }	Prepaid and unpaid letters, wherever originating, ad- } Postage to refund on unpaid letters dressed to persons who have changed their residence. } Expense of returning at 12½ cts. per single rate. Misdirected articles returned, (Mem.)..... <div>Number of registered articles enclosed in this mail:</div>	—	—	—	—

13 }	countries to which the United States serves as an intermediate diary.	Addressed to foreign countries in transit through the Netherlands.	Prepaid.	{ No. of international rates					
14 }			{ Foreign postage due to the Netherlands.						
15 }			{ Unpaid, or insufficiently prepaid.	{ No. of international rates.					
16 }				{ Foreign postage due U. S.					
Total number of single rates.....									
17 }	Journals, prints, and patterns of merchandise, prepaid, originating in the United States, and destined for foreign countries in transit through the Netherlands, or coming from countries in transit through the United States for the Netherlands and the countries beyond.....	{ Amount of international postage							
18 }		{ Amount of foreign postage due to the Netherlands.							
TABLE III.—REGISTRATION FEES.									
19	Total number of fixed register fees.....								
20	Amount of supplementary register fees due to the Netherlands upon registered articles addressed to foreign countries.....								
TABLE IV.—RETURNED CORRESPONDENCE.									
21 }	Prepaid and unpaid letters, wherever originating, addressed to persons having changed their residence..	{ Postage to refund to the U. S. on unpaid letters.							
22 }	(Memo: No. of articles misdirected or missent, —.)	{ No. of international rates (unpaid)							

(B.)

POST OFFICE DEPARTMENT OF THE
UNITED STATES OF AMERICA.

LETTER BILL NO. —.

{ CORRESPONDENCE WITH THE
NETHERLANDS.

For the mails despatched from — to — via —. Sent the — 18—; arrived the — 18—.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

No. of the items of account.		Single weight.	Single rate.	Statement by the United States of fco.		Verification by the Netherlands office.	
				No. of single rates.	Amounts.	No. of single rates.	Amounts.
		Grams.	Cts.		Dolls. Cts.		Dolls. Cts.
1	Letters fully prepaid.....						
2	Letters wholly unpaid.....						
3	{ Number of single rates.....						
4							
5	{ Amount prepaid.....						
	{ Amount deficient.....						
	Total number of single international rates.....						
6	Journals, { whether fully prepaid						
	Other prints, { or						
	Samples, { partially paid.						
	{ The total amount prepaid is						

Letter-bill No. —.—Continued.

TABLE II.—EXTRANATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

No. of the items of account.		Statement by the United States office.		Verification by the Netherlands office.	
		No. of single rates.	Amounts.	No. of single rates.	Amounts.
			<i>Dolls.</i>		<i>Dolls.</i>
			<i>Cts.</i>		<i>Cts.</i>
7	Letters originating in the United States for foreign countries beyond the Netherlands.....				
8					
9					
10	Letters originating in foreign countries and passing in transit through the United States				
11					
12					
13					
14					
15					
16					
	Total number of single rates in transit.....				
17	Prepaid journals, other prints, samples, &c., originating in the United States, addressed to countries beyond the Netherlands; or originating beyond the United States and addressed to the Netherlands, and to countries beyond the Netherlands.....				
18	Total amount of <i>foreign</i> postage to account for to the Netherlands.....				

TABLE III.—OF REGISTER FEES.

19	Total number of register fees and registered articles herewith	[—]	—	—	—	—
20	Amount of supplementary fees on same, due to countries beyond Holland, to account for to the Netherlands.	[—]	—	—	—	—

TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.

21	Letters prepaid and unpaid, of what- (Prior postage unpaid, amount to account for to exclusive credit	—				
	ever origin, forwarded to persons { of United States.	—				
22	who have changed their national } Expense of returning the correspondence	—				
	address. { No. of rates at 5 cents per single rate.	—				
	[Memo.—Articles missent, or wrongly addressed. Note the number of articles....]					
	No. of registered articles by this mail :					

TABLE VI.—CLOSED MAILS DESPATCHED HEREWITH FOR THE NETHERLANDS TRANSIT.

No. of the items of account.	Office of origin.	Destination.	Letters.		Journals, etc., etc.
			No. of single rates.	Net weight in grams. *	
26	Total.....				
27	Total.....				
28	Total.....				

* This column to be left blank in letter-bills for Belgium and Holland ; but to be filled in letter-bills for Germany, Switzerland, and Italy.

Acknowledgment of receipt for the correspondence between the Netherlands and the United States.

The mail from — to —, by the ship —, of the — of —, 186—, has been received, containing the following articles :
Post Office, —, the — of —, 186 .

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the articles.	Nature of the correspondence.	Standard weight per single rate.	Single rate.	Statement by the despatching office of exchange.		Verification by the receiving office of exchange.	
				No. of single rates.	Amount of postage.	No. of single rates.	Amount of postage.
		Grams.		Fl.	Cts.	Fl.	Cts.
1	Letters prepaid.....	15	40 cts.				
2	Letters unpaid.....	15	40 cts.				
3	{ Number of rates..... Amount of prepaid postage..... Amount of deficient postage.....						
4							
5							
	Total number of single rates						
6	Prepaid journals and prints.....	40	7				
6*	Prepaid patterns merchandise.....	40	7				
TABLE II.—EXTRANATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)							
7	{ Letters originating in the Netherlands for foreign countries in transit through the United States.	{ Unpaid					
8		{ International rates					
9		{ Prepaid.					
	{ Foreign postage due the United States						

NETHERLAND POSTAL }
ADMINISTRATION. }

C 1.

{ CORRESPONDENCE WITH
THE UNITED STATES.

Descriptive list of letters and other registered articles contained in the mail sent by the Netherland exchange office of ——— to the United States exchange office of ———, the ———, 186—.

Numbers.	Nature of the registered articles. (1)	Place of origin.	Names of the persons addressed.	Destination.	Amount of the supplementary register fees due for registration to destination for foreign countries.		Verification by the receiving exchange office.
					Fl.	C.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of registered articles to carry to article 19 of the letter-bill							
Sum total to carry to article 20 of letter-bill.....							

(The Director of the Post Office of ———.)

(1) Letters, journals, or prints under band, samples, &c.

REPORT OF THE POSTMASTER GENERAL.

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POST OFFICE DEPARTMENT OF }
THE UNITED STATES. }

C 2.

{ CORRESPONDENCE WITH THE
{ NETHERLANDS POST OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of ——— to the Netherlands office of exchange of ———, the ———, 18—.

Numbers.	Nature of the registered articles. (1)	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the Netherlands office on registered articles destined for foreign countries.		Verification by the receiving officer.
1					<i>Dollars.</i>	<i>Cents.</i>	
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of the registered articles to be carried to article 19 of the letter-bill							
Total amount to be carried to article 20 of the letter-bill							

Certified by

_____.

(1) Letters, newspapers or book packets under band, patterns of merchandise, &c.

D.

Table showing the countries with which the Netherlands may exchange correspondence through the United States open mails, and the amount to be added to the international rates between the Netherlands and the United States for account of exterior service.

Countries.	Letters.			Newspapers.			Book packets, prints, and samples.			Observations.
	Standard weight.	Add'l postage.	Add'l register fee.	Standard weight.	Add'l postage.	Add'l register fee.	Standard weight.	Add'l postage.	Add'l register fee.	
Acapulco.....	Grams. 15	Cents. 10	Cents.	Grams. 120	Cents. 2	Cents.	Grams. 120	Cents. 4	Cents.	At present, registration exists only for Canada, New Brunswick, Nova Scotia, and Panama, and for letters only. Samples must be confined to samples and sample cards of dry flexible material. Packages of hardware, groceries, &c., are subject to full letter rate of postage under existing laws of the United States, and hence cannot be forwarded through the United States to countries beyond at less than letter rate of postage.
Aspinwall.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
Belize, British Honduras.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
Brazils.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
Canada.....	" "	"	5	" "	"	"	" "	"	"	
New Brunswick.....	" "	"	5	" "	"	"	" "	"	"	
Nova Scotia.....	" "	"	5	" "	"	"	" "	"	"	
Central America and Pacific coast, via Panama.....	" "	"	"	" "	"	"	" "	"	"	
China.....	" "	" 10	"	" "	" 6	"	" "	"	"	
Costa Rica.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
Cuba.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
Guatemala.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
Japan.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
Mexico, by sea.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
Nicaragua, Pacific coast via Panama.....	" "	" 10	8	" "	" 2	"	" "	" 4	"	
Panama.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
Sandwich Islands.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
St. Thomas, via United States, Brazilian packets.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
Venezuela.....	" "	" 10	"	" "	" 2	"	" "	" 4	"	
West Indies (British).....	" "	" 10	"	" "	" 2	"	" "	" 4	"	

POSTAL ADMINISTRATION
OF THE
NETHERLANDS.

**R.—QUARTERLY ACCOUNT OF THE CORRESPONDENCE SENT BY THE NETHERLAND
EXCHANGE OFFICE OF — TO THE UNITED STATES EXCHANGE
OFFICE OF —, VIA —, THE —, DURING
THE QUARTER ENDING —, 18—.**

11 P M G

OF THE NETHERLANDS.

to the United States exchange office of ———, via ———, the ———, during the quarter 18——.

[illegible]

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to the United States exchange office of _____, via _____, the _____, during the quarter 18____.

CORRESPONDENCE.					
foreign countries to which serve as intermediary.					
Addressed to foreign countries in transit through the United States.					
Prepaid.		Unpaid.			
Number of rates.	Art. 13.	Foreign postage due to the United States.			
Art. 14.		FL	C.		
Number of rates.	Art. 15.	Foreign postage to refund to the Netherlands.			
Art. 16.		FL	C.		
Amount of the international postage.	Art. 17.	FL	C.		
Amount of foreign postages due to the U.S.	Art. 18.	FL	C.		
No. of the fixed fees collected upon the registered articles.	Art. 19.				
Amount of the supplementary register fees to pay to the U. S. for registration to destination for foreign countries.	Art. 20.	FL	C.		
Account of maritime and territorial transit fees to pay to—					
Belgium.	Letters.	Number of rates.	Art. 21.		
G't Britain.	Journals, prints, &c.	Net weight in grams.	Art. 22.		
	Letters.	Number of rates.	Art. 21.		
	Journals, prints, &c.	Net weight in grams.	Art. 22.		
Letters returned to persons having changed their residence.					
Postage to refund to the Netherlands.	Art. 23.	FL	C.		
Expenses of returning.	Art. 24.	FL	C.		

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to the United States exchange office of —, via —, the — during the quarter 18—.

foreign countries to which
serve as intermediary.

Addressed to foreign countries in transit through the United States.

Prepaid journals, prints, and patents originating in the Netherlands, addressed to foreign countries in transit through the U. S., or coming from foreign countries in transit through the Netherlands for the United States and use countries beyond.

Art.19 No. of fixed fees collected upon the registered articles.

amount of supplementary register fees due the U. S. for registration to destination for foreign countries.

Account of maritime and territorial transit fees to pay to—

Letters returned to persons having changed their residence.

[illegible]

Recapitulation of the within account.

No. of the articles of the letter-bill.		Sums for which the Netherlands office must account to the United States office.				No. of the articles of the letter-bill.		Sums for which the United States office must account to the Netherlands office.			
		Sums to divide with the U. S. office.		Sums wholly due the U. S. office.				Sums to divide with the Netherlands office.		Sums wholly due the Netherlands office.	
		Fl.	C.	Fl.	C.			Fl.	C.	Fl.	C.
1				—	—	2				—	—
4				—	—	5				—	—
6				—	—	7				—	—
6*				—	—	11				—	—
8				—	—	12				—	—
9		—	—			15		—	—		
10				—	—	16		—	—		
13				—	—	23		—	—		
14		—	—			24		—	—		
17				—	—						
18		—	—								
19				—	—						
20		—	—								
	Total.....						Total.....				
21	Deduct intermediate transit charges. Journals. Letters. prints. { Belg. fl. { Great { Britain.										
22											
	Remainder.....			—	—						
Three-fifths of this sum, due to the U. S. office, is.....						Two-fifths of this sum, due to the Netherlands office, is.....					
Total of sums due the U. S. office is..						Total of sums due the Netherlands office is.....					

Certified that the present account conforms to the Acknowledgments of Receipt of the corresponding office by the undersigned Director of Post at ———, the ———, 18—.

REPORT OF THE POSTMASTER GENERAL.

Summary of the within account.

Sums for which the United States office must account to the Netherlands.				Sums for which the Netherlands office must account to the United States.			
For items of the account.	Nos.	Sums to be divided.	Sums wholly due to the Netherlands.	For items of the account, numbered.	Sums to be divided.	Sums wholly due to the U. S.	
	1	—	—	2	—	—	
	4	—	—	5	—	—	
	6	—	—	7	—	—	
	8	—	—	11	—	—	
	9	—	—	12	—	—	
	10	—	—	15	—	—	
	13	—	—	16	—	—	
	14	—	—	21	—	—	
	17	—	—	22	—	—	
	18	—	—				
	19	—	—				
	20	—	—				
	26	—	—				
	23	—	—				
Totals				Totals			
				Three-fifths (3-5) to United States is			
				Two-fifths to the Netherlands is			
				Two-fifths joint sum opposite is			
				Exclusive amount due the Netherlands (opposite) is			
				Total of sums to sole credit of the Netherlands			
				Total of sums to sole credit of the United States			
				Net balance due to — is			
Deduct interme- { 23							
diato transit { 25							
charges.							
Balance to be divided is							
Three-fifths due to the U. S. is							
Three-fifths joint sum opposite is							
Exclusive am't due U. S. (opposite) is							
Total of sums to sole credit of U. S.							
Total of sums to sole credit of the Netherlands							
Net balance due to — is							

Dated at —, this — day of —, 18—.

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**{ CORRESPONDENCE WITH
THE NETHERLANDS.**

[illegible]

REGULATIONS

Agreed upon between the Post Office Department of the United States of America and the Postal Administration of Switzerland, for the execution of the Convention for the exchange of postal correspondence, signed the 11th October, 1867, and in accordance with the provisions of Article XVIII of said Convention.

ARTICLE 1.

The exchange office of New York shall make up mails for the Swiss exchange office of Basle.

The latter shall make up mails for the exchange office of New York.

ARTICLE 2.

Each mail exchanged between the respective offices shall be accompanied by a letter-bill showing the postages and the charges of transit, the fees, &c., accruing to each office upon the different kinds of correspondence.

The form of this letter-bill shall follow the models A and B hereto annexed, and they shall be consecutively numbered by the despatching office during each calendar year.

The receiving office shall acknowledge its receipt by return despatch.

ARTICLE 3.

The exchange offices shall divide the correspondence which they despatch into a suitable number of separate packages, according to the letter-bill.

Each of these packages shall bear the proper etiquette and number corresponding to the letter-bill.

ARTICLE 4.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated, by the despatching office, by a figure in the upper left corner of the address.

ARTICLE 5.

Registered correspondence shall be entered upon the Register List. This list shall conform to the model hereto annexed, marked C.

Registered letters shall be enveloped together in strong paper, and well secured. The package shall be inscribed with the words "*Registered*" or "*Objets Chargés*," and placed in the mail.

ARTICLE 6.

The receiving exchange office shall acknowledge to the despatching office the receipt of the registered articles numerically. Whenever the verification of the list shall disclose an error or any differences, the fact shall be notified to the despatching office by the next mail.

ARTICLE 7.

The two administrations mutually engage to take needful measures for the careful transmission of registered correspondence, and for pur-

suings it when lost; but it is understood that neither assumes towards the other any pecuniary responsibility in case of loss.

ARTICLE 8.

The letters exchanged between the two offices shall indicate, by stamp or writing thereon, the office of origin.

Correspondence fully paid to destination shall be stamped in the United States *PAID ALL*, and in Switzerland *PD*.

Registered articles shall be stamped "*Registered*" in the United States, and "*Charge*" in Switzerland. Correspondence insufficiently prepaid shall be stamped in the United States "*Insufficiently PAID*," and in Switzerland "*Affranchissement Insuffisant*," and the amount of deficient postage expressed in figures on the face.

Letters unpaid or insufficiently paid shall be also stamped to indicate the route by which they are sent, if different routes are employed.

ARTICLE 9.

The two postal administrations may exchange in the open mails letters and other correspondence with foreign countries, and upon conditions as indicated in the tables D and E, hereto annexed.

ARTICLE 10.

The tables D and E, hereto annexed, also indicate the foreign countries with which registered correspondence may be exchanged in the open mails between the two offices, and the conditions thereof.

ARTICLE 11.

The respective exchange offices shall mark, in *red* ink, in the upper right corner of the address of prepaid letters sent for transit in the open mail, the amount of the postage due to the foreign office of destination; and in the same manner, but in *black* ink, shall mark the amount of postage due to the foreign office of origin upon the unpaid letters so sent in transit.

ARTICLE 12.

Articles under band which do not conform to the conditions mentioned in Article XII of the Convention, or which are in no part prepaid, shall be retained at the disposition of the administration of origin, or, if sent, shall not be subject to account.

ARTICLE 13.

Letters originating in or destined for foreign countries, sent in the open mail for transit through the United States or through Switzerland, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid.

ARTICLE 14.

Letters and all registered articles not deliverable shall be respectively returned to the despatching administration at the end of every month.

The postage on unpaid letters so returned shall be deducted from the account against the office originally charged therewith.

The postage on prepaid letters so returned shall remain in the account as originally entered.

The expense of transit of unpaid correspondence which has been transported by either administration in closed mails, and shall be returned to the despatching office as not deliverable, shall be deducted from the original amount charged for transit upon a declaration of the amount by the office claiming the reduction. No charge will be made by either administration for the transit of correspondence returned as not deliverable.

ARTICLE 15.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office which despatched it. The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter-bill relating to such correspondence. The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded or returned, charged with the rate that would have been paid at the first destination.

ARTICLE 16.

The despatching exchange office shall state on the letter-bill for the intermediate exchange offices to which it shall deliver closed mails, whether from the United States to Switzerland or from Switzerland to the United States, the exact number of single rates of letters (or weight, if required) and the total weight of the other correspondence which shall be despatched in such mails.

ARTICLE 17.

It is understood that the accounts between the two offices shall be established on the respective letter-bills in the proper money of the dispatching office.

For the international charges, the reduction of these moneys shall be effected in the general accounts at the rate of five francs and 10 centimes for one dollar of the United States.

In entering the foreign charges on the letter-bill in the money of the despatching office, the *cent* shall be considered as the equivalent of five centimes of Switzerland.

It is also understood that the quarterly accounts shall be paid, respectively, in gold, and in the denomination of the money of the creditor office.

ARTICLE 18.

The accounts mentioned in Article XV of the Convention shall be prepaid by the respective despatching offices of exchange. They shall be based upon the acknowledgments of receipt, and shall, respectively, be prepared according to the models hereto annexed and marked F and G.

A recapitulation (or summary) of these accounts, showing the definitive result, alike for the debit and the credit, shall be prepared by the United States office according to the form hereto annexed and marked H, and shall then be transmitted, with the accounts on which it is based, for the examination of the Swiss office. The latter office shall advise the United States office of the result of the verification, and any

difference ascertained after mutual discussion shall be embraced in the next quarterly account.

ARTICLE 19.

The Convention and these regulations shall take effect on the 1st day of April, 1868.

Signed at Paris this 28th day of November, 1867.

JOHN A. KASSON,
Special Commissioner, &c., &c.
L. M. FUCHS,
Controller General of Swiss Posts.

POST OFFICE DEPARTMENT,
Washington, January 25, 1868.

The foregoing articles of detailed regulations for carrying into execution the Postal Convention of 11th October, 1867, between the United States and Switzerland, are hereby ratified and approved.

Witness my hand and the seal of the Post Office Department this 25th day of January, A. D. 1868.

[L. S.]

ALEX. W. RANDALL,
Postmaster General.

SWISS POSTAL }
ADMINISTRATION. }

[A.]

{ CORRESPONDENCE WITH THE
UNITED STATES.

Letter-bill of the mail from the Swiss office of Basle to the New York office, via ———. Despatched the ———, 18—. Arrived the ———, 18—.

12 P M G

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of the articles.	No. — of the present letter-bill.	Weight per single	Charge per single	Statement by the Swiss exchange office.		Verification by the United States exchange office.	
				No. of single rates.	Amount.	No. of single rates.	Amount.
1	Letters prepaid.....	Grams.	Cu.	F.	C.	F.	C.
2	Letters unpaid.....	15	80	—	—	—	—
3	Letters insufficiently prepaid.. } { No. of single rates..... } { Amount of postage stamps affixed..... } { Amount of deficient postage..... }	15	80	—	—	—	—
4		15	80	—	—	—	—
5		15	80	—	—	—	—
	Total number of single rates of international letters.....						
6	Journals and prints..... } Patterns of merchandise } insufficiently prepaid. } Total value of the postage stamps	40	10				

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of articles.		Statement by the Swiss exchange office.		Verification by the United States exchange office.	
		No. of single rates.	Amount.	No. of single rates.	Amount.
7	Letters from Switzerland for foreign countries in transit through the United States.	Unpaid			
8		Prepaid.			
9		{ No. of international rates.			
10		{ Foreign postage due to the United States			
11		{ Addressed to Prepaid.			
12		{ the U. S.			
13		{ Unpaid.			
14		{ No. of international rates.			
15	Letters originating in the foreign countries to which Switzerland serves as an intermediary.	Addressed to foreign countries in transit through U. S.			
16		{ Prepaid.			
		{ Unpaid.			
		{ No. of international rates.			
	Total number of single rates of letters in transit.				
17	Prepaid journals, prints, and patterns of merchandise originating in Switzerland and destined for foreign countries in transit through the United States, or coming from foreign countries in transit through Switzerland for the United States and countries beyond.				
18	Total amount of international postages.				
	Amount of foreign postages due the United States.				

TABLE III.

19	Number of the fixed fees collected on registered articles				
20	Amount of supplementary register fees due the United States upon articles registered to destination to foreign countries				

TABLE IV.

21	Letters prepaid and unpaid wherever originating addressed to persons having changed their residence.				
22	Misdirected articles returned, (mem. number —.)				

TABLE V.

Numbers of the articles.		Statement by the Swiss exchange office.		Verification by the United States exchange office.	
		No. of single rates.	Amount. Dollars. Cts.	No. of single rates.	Amount. Dollars. Cts.
23	Total number of single letter rates by this mail, (Arts. 1, 2, 3, 7, 8, 10, 11, 13, 15, 22).....				
24 } 25 }	Total weight by this mail { Letters Journals, prints, and patterns.....				Grams.

TABLE VI.—CLOSED MAILS IN TRANSIT WITH THIS MAIL.

Numbers of the articles.	Origin of the mails.	Destination.	Letters.		Journals, prints, and patterns.
			No. single rates.	Net weight in grams.	
					Net weight in grams.
		Total.....			
		Total.....			

SWISS POSTAL ADMINISTRATION.

{ CORRESPONDENCE WITH THE UNITED STATES.

Acknowledgment of receipt from the Swiss exchange office of _____ for the mail from the United States exchange office of _____, No. _____, the _____, 18____, via _____.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the articles.		Weight per single rate.	Charge per single rate.	Statement by the United States ex- change office.		Verification by the Swiss exchange office.	
				No. of single rates.	Amount.	No. of single rates.	Amount.
		Grama.	Cu.		Dolla. Cts.		Dolla. Cts.
1	Letters prepaid.....	15	15				
2	Letters unpaid.....	15	15				
3	Letters insufficiently paid. { Number of single rates..... { Amount of stamps affixed..... { Amount of deficient postage.....	15	15				
4		15	15				
5							
	Total number of single rates of international letters.....						
6	Journals and prints..... { Prepaid to destination and { Samples of merchandise { insufficiently prepaid. }						

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the articles.		Statement by the United States exchange office.		Verification by the Swiss exchange office.	
		No. of single rates.	Amount.	No. of single rates.	Amount.
7	Letters from United States to foreign countries in transit through Switzerland. Letters originating in the foreign countries to which the United States serves as intermediary.				
8					
9					
10					
11					
12					
13					
14					
15					
16					
	Total number of single rates of letters in transit.....				
17	Journals, prints, and patterns prepaid, originating in the United States, addressed to foreign countries in transit through Switzerland, or coming from foreign countries in transit through the United States for Switzerland and the countries beyond.				
18	Amount of foreign postage due to Switzerland.....				

TABLE III.

19	Number of fixed fees collected upon registered articles.....				
20	Amount of supplementary register fees due to Switzerland upon registered articles addressed to foreign countries.....				

TABLE IV.

21	Prepaid and unpaid letters, wherever originating, addressed to persons having changed their residence.				
22	Misdirected returned articles, (mem. number —.)				

POST OFFICE DEPARTMENT
OF THE
UNITED STATES OF AMERICA.

[B.]

{ CORRESPONDENCE
WITH
SWITZERLAND.

Letter-bill No. ———, for mails despatched from ——— to ———, via ———. Sent the ———, 18—; arrived the ———, 18—.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

Number of the items of account.		Single weight.	Single rate.	Statement by the United States office.		Verification by the Swiss office.	
				No. of single rates.	Amount.	No. of single rates.	Amount.
		Grams.	Cts.		Dolls. Cts.		Dolls. Cts.
1	Letters fully prepaid.....	15	15		—		—
2	Letters wholly unpaid.....	15	15		—		—
3	{ No. of single rates. Amount prepaid.....	15	15		—		—
4					—		—
5	Letters insufficiently paid. { Amount prepaid..... Amount deficient.....				—		—
	Total No. of single international rates.....				—		—
6	Journals, { whether fully prepaid } Other prints, { or Samples, { partially paid. } The total amount prepaid is.....	120 120 120	4 8 8		—		—

TABLE II.—EXTRA NATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

7	{ Letters originating in the United States for foreign countries beyond Switzerland. { Unpaid, (wholly or in part.) No. of international rates..... Fully prepaid. { No. of international rates..... Foreign postage to account for to Switzerland				
8					
9					

Letter-bill No. ———, &c.—Continued.

TABLE II.—Continued.

Number of items of account.	Statement by the United States office.		Verification by the Swiss office.	
	No. of single rates.	Amount.	No. of single rates.	Amount.
		<i>Dolla.</i>		<i>Dolla.</i>
		<i>Cts.</i>		<i>Cts.</i>
10 } 11 } 12 } 13 } 14 } 15 } 16 }	Letters originating in foreign countries, and passing in transit through the United States.	Addressed to Switzerland.	Fully prepaid.	
			Unpaid, in (wholly or in part.)	
			No. of international rates	
			Foreign postage to account for to United States.	
			No. of international rates	
			Foreign postage to account for to Switzerland.	
17 } 18 }	Total number of single rates in transit	Address'd to countries beyond Switzerland.	Fully prepaid.	
			Unpaid, in (wholly or in part.)	
			No. of international rates	
			Foreign postage to account for to United States.	
			No. of international rates	
			Foreign postage to account for to Switzerland.	
17 } 18 }	Prepaid journals, other prints, samples, &c., originating in the United States, addressed to countries beyond Switzerland; or originating beyond the United States and addressed to Switzerland, and to countries beyond Switzerland.	Total amount of the international postage	Total amount of foreign postage to account for to Switzerland	

TABLE III.—OF REGISTER FEES.

19	Total number of register fees and registered articles herewith			
20	Amount of supplementary fees on same, due to countries beyond Switzerland, to account for to Switzerland.			

TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.

21 {	Letters, prepaid and unpaid, of whatever origin, forwarded to persons who have changed their national address.	{	Prior postage unpaid, amount to account for, to exclusive credit of United States	}	No. of registered articles by this mail:
			Expense of returning the correspondence		
22 }			No. of rates, at 6½ cents per single rate		
[<i>Memo.</i> —Articles misent, or wrongly addressed. Note the number of articles.....]					

TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSIT.

23	Total number of single rates of letters sent by this mail. (See items 1, 2, 3, 7, 8, 10, 11, 13, 15, 22, of this letter-bill.)	—	—	—
24 } 25 }	Total weight (net) of articles in this mail. { Letters* Journals, &c., &c.	—	—	—
		Grams.		Grams.

TABLE VI.—CLOSED MAILS DESPATCHED HEREWITH FOR SWISS TRANSIT.

No. of the items of account.	Office of origin.	Destination.	Letters.		Journals, &c.
			No. of sin- gle rates.	Net weight in grams.*	Net weight in kilograms.
26		Total			
27		Total.....			
28		Total.....			

This line and this column to be left blank in letter-bills for Belgium and Holland, but is to be filled in letter-bills for Germany, Switzerland, and Italy.

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

7 } 8 } 9 }	Letters from Switzerland for { Unpaid { Number of international rates. foreign countries in transit } Prepaid { Foreign postage due to the United States through the United States. { Addressed { Prepaid {	—	—	—	—	—	—
10 } 11 } 12 } 13 } 14 } 15 } 16 }	Letters originating in { Unpaid { Number of international rates. foreign countries to { United { Foreign postage due to Switzerland. which Switzerland } States. serves as an inter- { Addressed to for- { Prepaid. { Number of international rates. mediary. { eign countries { Foreign postage due to the U. S.. in transit thro' { the U. States. { Unpaid. { Number of international rates. the U. States. { Foreign postage due to Switzerland.	—	—	—	—	—	—
	Total number of single rates of letters in transit.....	—	—	—	—	—	—
17 } 18 }	Prepaid journals, prints, and patterns of mer- { Total amount of international postage chandise, originating in Switzerland and des- tined for foreign countries in transit through the United States, or coming from foreign countries in transit through Switzerland for the United States and countries beyond. { Amount of foreign postage due to the U. S..	—	—	—	—	—	—

TABLE III.

19 } 20 }	Number of the fixed fees collected on the registered articles Amount of supplementary register fees due the United States for articles registered to des- tination to foreign countries	—	—	—	—	—	—
--------------	---	---	---	---	---	---	---

Acknowledgment of receipt, &c.—Continued.

TABLE IV.

Nos. of the items of account.		Statement by the Swiss exchange office.		Verification by the United States exchange office.	
		No. of single rates.	Amount.	No. of single rates.	Amount.
21	Letters prepaid and unpaid wherever originating addressed to persons who have changed their residence.	—	—	—	—
22					
	Misdirected articles returned, (mem. number —.)				

TABLE V.

23	Total number of single letter rates by this mail, (Arts. 1, 2, 3, 7, 8, 10, 11, 13, 15, 22).....				
24	Total weight by this mail { Letters	Grams.		Grams.	
25					
	Journals, prints, and patterns.....				

[C.]

SWISS POSTAL ADMINISTRATION.—CORRESPONDENCE WITH THE UNITED STATES.

Descriptive list of the letters and other registered articles contained in the mail sent by the Swiss exchange office of—— to the United States exchange office of——, the——, 18——.

Numbers.	Nature of the article.	Place of origin.	Names of the persons addressed.	Destination.	Statement.			Verification.		
					Number of single rates.	Net weight in grams.	Amount of supplementary registration fees due for registration to destination for foreign countries.	Number of single rates.	Net weight in grams.	Amount of supplementary registration fees due for registration to destination for foreign countries.
Number of fixed fees to carry to art. 19 of the letter-bill										
Sum total to carry to art. 20 of the letter-bill										
Number of single rates to include in Tables I and II of the letter-bill										

[C 2.]

POST OFFICE DEPARTMENT OF THE UNITED STATES.—CORRESPONDENCE WITH THE SWISS POST OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of—— to the Swiss office of exchange of——, the——, 18——.

Numbers.	Nature of the registered articles. (1)	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the Swiss office on registered articles destined for foreign countries.		Verification by the receiving office.
					Dollars.	Cents.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of the registered articles to be carried to art. 19 of the letter bill.							
Total amount to be carried to art. 20 of the letter bill							

Certified by: _____

(1) Letters, newspapers or book packets under band, patterns of merchandise, &c.

[D.]

Table showing the foreign countries with which the United States Post Office may exchange letters and other correspondence in open mails, through the intermediary of the Swiss Post Office, with indication of the foreign charges to be paid to the latter office (independently of the international postage) for correspondence prepaid from the United States addressed to the said countries, and also for unpaid letters from the same countries addressed to the United States.

Countries of origin and destination.	Nature of the correspondence.	Weights per single rate.	Foreign postages due the United States per single rate.	Supplementary transit register fees due U. S. office.	Observations.

[E.]

Table showing the countries with which Switzerland may exchange correspondence through the United States open mails, and the amount to be added to the international rates between Switzerland and the United States for account of exterior service.

Countries.	Letters.			Newspapers.			Book packets, prints, and samples.			Observations.
	Standard weight.	Additional postage.	Additional register fee.	Standard weight.	Additional postage.	Additional register fee.	Standard weight.	Additional postage.	Additional register fee.	
	Gms.	Cts.	Cts.	Gms.	Cts.	Cts.	Gms.	Cts.	Cts.	
Acapulco	15	10		120	2		120	4		At present registration exists only for Canada, New Brunswick, Nova Scotia, and Panama, and for letters only.
Aspinwall	"	10		"	2		"	4		
Belize, British Honduras	"	10		"	2		"	4		Samples must be confined to samples and sample cards of dry, flexible material.
Brazil	"	10		"	2		"	4		
Canada	"		5	"			"			Packages of hardware, groceries, &c., are subject to full letter rate of postage under existing laws of the United States, and hence cannot be forwarded through U. S. to countries beyond at less than letter rate of postage.
New Brunswick	"			"			"			
Nova Scotia	"			"			"			Registration not yet allowed.
Central America and Pacific Coast, via Panama	"	10		"	2		"	4		
China	"	10		"	2		"	4		Registration not yet allowed.
Costa Rica	"	10		"	2		"	4		
Cuba	"	10		"	2		"	4		Registration not yet allowed.
Guatemala	"	10		"	2		"	4		
Japan	"	10		"	2		"	4		Registration not yet allowed.
Mexico, by sea	"	10		"	2		"	4		
Nicaragua, Pacific Coast, via Panama	"	10		"	2		"	4		Registration not yet allowed.
Panama	"	10	8	"	2		"	4		
Sandwich Islands	"	10		"	2		"	4		Registration not yet allowed.
St. Thomas, via U. S. Brazilian packets	"	10		"	2		"	4		
Venezuela	"	10		"	2		"	4		Registration not yet allowed.
West Indies, British	"	10		"	2		"	4		

REPORT OF THE POSTMASTER GENERAL.

POSTAL ADMINISTRATION OF THE {
SWISS CONFEDERATION. }

F.—Quarterly account of the mails sent by the Swiss exchange office of ———. to the

Items.	1	2	4	5	6	7	8	9	10	11	12	13	14								
INTERNATIONAL CORRESPONDENCE FROM SWITZERLAND TO THE U. S.								FOREIGN CORRESPONDENCE													
Letters.								Letters.													
Insufficiently pre-paid.								From Switzerland for countries beyond the United States.						Originating in foreign countries to serve as an interchange.							
Number of the letter-bills.								Prepaid.		Unpaid.		Addressed to the United States.				Addressed to the United States.					
								No. of single rates.		Amount of deficient postage.		Unpaid.		Prepaid.		Unpaid.		Prepaid.			
Number of postage stamps affixed.								Amount of postage stamps affixed to journals, prints, and patterns.		No. of single rates.		Foreign postage due to the United States.		No. of single rates.		Foreign postage due to Switzerland.		No. of single rates.		Foreign postage due to the United States.	
Amount of postage stamps affixed to journals, prints, and patterns.								Unpaid.		Prepaid.		No. of single rates.		Foreign postage due to the United States.		No. of single rates.		Foreign postage due to the United States.			
Totals																					
Rates								80 c. 80 c.		80 c. 80 c.		80 c.									
Sum																					

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{ CORRESPONDENCE WITH THE
{ UNITED STATES OF AMERICA.

United States exchange office of ——— via ———, during the quarter ending, ——— 186—.

15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
IN TRANSIT.				Journal, prints, and patterns, prepaid to destination in foreign countries, in transit through the United States, or coming from foreign countries in transit through Switzerland for the United States and countries beyond.	Number of fixed fees collected upon the registered articles.	Amount of supplementary register fees due to the United States upon articles registered to destination in foreign countries.	Postages upon unpaid letters to refund to Switzerland.	No. of single rates.	ACCOUNT OF TRANSIT FEES TO PAY TO—						
Letters.		Switzerland diary.	Countries beyond States.						Unpaid.	Letters.	Printed matter.	Letters.	Printed matter.	Letters.	Printed matter.
No. of single rates.	Foreign postages due to Switzerland.														
60 c.	—	—	—	—	50 c. p. l.	—	—	—	80 c. at p. r. r.	at per a	at per b	at per c	at per d	at per e	at per f

G.

QUARTERLY ACCOUNT,

*Of the mails sent by the United States exchange office of ——— to the
Swiss exchange office of ———, during the quarter ending ———, 18—,
via ———.*

REPORT OF THE POSTMASTER GENERAL.

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the Swiss exchange office of ———, during the quarter ending ———, 18—, via ———.

OF THE ITEMS OF THE LETTER-BILL.]

17	18	19	20	21	22	23	25	26	28
CORRESPONDENCE.		III.—REGISTER FEES.		IV.—LETTERS RE-SENT.		V.—INTERMEDIATE TRANSIT.			
Prepaid journals, prints, samples, &c., originating in the U. S. and addressed to countries beyond Switzerland or coming from countries outside the U. S. and addressed to Switzerland or to the countries beyond Switzerland.		Number of the register fees received on the registered articles sent.		Amount of the supplementary register fees to account for to Switzerland for the countries beyond.		Letters unpaid and prepaid, wherever originating, forwarded to persons who have changed their national residences.		Via ocean, England, Belgium.	
Amount of the international (direct) postage.		Amount of the foreign postage to account for to Switzerland for countries beyond.		Prior postage unpaid. Amount to account for to exclusive credit of the U. S.		Letters.		Via Germany.	
Amount of the foreign postage to account for to Switzerland for countries beyond.		Amount of the supplementary register fees to account for to Switzerland for the countries beyond.		Number of international rates (unpaid.)		Journals, &c.		Journals, &c.	
Total number of rates by each mail.		Total weight in kilograms.		Total weight in grams.		Total weight in kilograms.		Total weight in grams.	
17	18	19	20	21	22	23	25	26	28
		10			15	10	25		

service, change all the multipliers 15 to 10.

POST OFFICE DEPARTMENT }
UNITED STATES OF AMERICA. }

[H.]

{ CORRESPONDENCE
{ WITH SWITZERLAND.

RECAPITULATION.

For the quarter ending —, 18— Quarterly accounts.	Mails sent by the way of —.		Net balance in favor of U. S. office.		Net balance in favor of Swiss office.	
<i>East:</i> New York to Basle.....	England.					
Do.....	Belgium.					
Do.....	Germany.					
Do.....	“					
<i>West:</i> Basle to New York.....	“					
Do.....	“					
Do.....	Belgium.					
Do.....	England.					
	Balance is.....					
Of correspondence returned as not deliverable, (dead :)	Credit to U. States.		Credit to Switzerland.			
Returned by U. S. office, borde- reau for month of —.			—	—		
Returned by U. S. office, borde- reau for month of —.			—	—		
Returned by U. S. office, borde- reau for month of —.			—	—		
Returned by Swiss office, borde- reau for month of —.	—	—				
Returned by Swiss office, borde- reau for month of —.	—	—				
Returned by Swiss office, borde- reau for month of —.	—	—				
The difference is.....	—	—				
The final balance in favor of — is.....						

United States Post Office to the ——— Post Office.

BORDÉREAU OF CORRESPONDENCE RETURNED NOT DELIVERABLE—(DEAD.)

Items of the account, showing the original charge.	Description of the ordinary letters returned.	Memorandum of No. returned.	No. of rates originally charged.	At the rate of postage of —.	Amounts originally charged against the U. S.		Net weight of unpaid returned letters to be retained, where original transit was charged by weight.	Transit charges per 30 grams.	Memo.: Registered articles returned not deliverable.			
					Unpaid postage divided.	Unpaid postage to exclusive credit of Switzerland'd.			Original No. of the register bill.	Origin.	Name Addressed.	Destination.
No.	Originally sent via.			Centimes.	Frs.	Centimes.			A. D. 18—.			
	I. International Correspondence.											
1	Letters prepaid, (number only) ..		—	—	—	—	—	—				
2	Letters unpaid.		—	—	—	—	—	—				
5	Letters insufficiently paid		—	—	—	—	—	—				
	II. Extraterritorial. Open transit.											
8, 10, 13	Letters prepaid	—	—	—	—	—	—	—				
7	Letters unpaid	—	—	—	—	—	—	—				
11, 12, 15, 16	Do.	—	—	—	—	—	—	—				
21, 22	Letters forwarded	—	—	—	—	—	—	—				
	Number of rates to be reclaimed from intermediate transit	—	—	—	—	—	—	—				
	Amounts for reduction of former charges	—	—	—	—	—	—	—				

DETAILED REGULATIONS.

Arranged between the Post Office Department of the United States of America and the Postal Administration of Italy, for the execution of the postal convention signed at Florence the 8th day of November, A. D. 1867.

ARTICLE I.

The exchange office of New York shall make up closed mails for the exchange office of Italy, Suga, Turin travelling office, and this Italian exchange office shall make up closed mails for New York.

ARTICLE II.

Each mail exchanged between the two administrations shall be accompanied with a letter-bill, showing the postages, the charges of transit, the fees, &c., accruing to each office upon the different kinds of correspondence.

The form of this letter-bill shall follow the models A and B hereto annexed, and they shall consecutively be numbered by the despatching office during each calendar year.

The receiving office shall acknowledge its receipt by the next despatch.

ARTICLE III.

The exchange offices shall divide the correspondence which they despatch into a suitable number of separate packages, according to the letter-bill.

Each of these packages shall bear the proper etiquette and number corresponding to the letter-bill.

ARTICLE IV.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated by the despatching office by a figure in the upper left corner of the address.

ARTICLE V.

Registered correspondence shall be described in a register list, following the model C, hereto annexed.

All registered letters shall be enveloped together in a strong paper and securely fastened, and the packet inscribed with the word "*Registered*" or "*Raccomandato*," and placed in the mail.

The blank in the letter-bill for expressing the number of registered articles shall be filled by letters expressing the number. In case no registered articles are sent, the proper blank of the letter-bill shall be filled with the word *nihil* or *nil*.

ARTICLE VI.

The registered letters despatched shall be acknowledged immediately by the receiving office.

If the verification by the receiving office shall disclose an error of any kind in the register list, it shall be also, by the first mail, notified to the despatching office.

ARTICLE VII.

The two administrations mutually engage to take needful measures for the careful transmission of registered correspondence, and for pursuing it when lost; but it is understood that neither assumes to the other any pecuniary responsibility in case of loss.

ARTICLE VIII.

All letters exchanged between the two offices shall indicate by stamps or writing thereon the office of origin.

Correspondence fully paid to destination shall be stamped *Paid All* in the United States, and *P. D.* in Italy.

Registered articles shall be stamped "*Registered*" in the United States, and "*Raccomandato*" in Italy. Correspondence insufficiently prepaid shall be stamped "*Insufficiently paid*" in the United States, and "*Franco-bolo Insufficiente*" in Italy, and the amount of deficient postage expressed in figures on the face.

Whenever different lines of communication shall be employed between the two offices, the letters unpaid and insufficiently paid shall be stamped to indicate the route by which they are sent.

ARTICLE IX.

The countries with which, and the conditions on which letters, ordinary and registered, and also other correspondence, may be exchanged in the open mails between Italy and the United States, are indicated in the tables marked D and E, are hereto annexed.

ARTICLE X.

The respective exchange offices shall mark in *red* ink, in the upper right corner of the address of prepaid letters sent for transit in the open mail, the amount of the postage due to the foreign office of destination; and in the same manner, but in *black* ink, shall mark the amount of the postage due to the foreign office of origin upon the unpaid letters so sent in transit.

ARTICLE XI.

Correspondence under band which does not conform to the conditions mentioned in Art. IX of the convention, or which is in no part prepaid, shall be retained by the administration of origin, or, if sent, shall not be subject to account.

ARTICLE XII.

Letters originating in or destined for foreign countries, sent in the open mails through the United States, or through Italy, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid.

ARTICLE XIII.

Letters and all registered articles not deliverable shall be respectively returned to the despatching administration at the end of every month.

The postage on unpaid letters so returned shall be deducted from the account against the office originally charged therewith.

The postage on prepaid letters so returned shall remain in the accounts as originally entered.

The expense of transit of unpaid correspondence which has been transmitted by either administration in closed mails, and which shall be returned to the despatching office as not deliverable, shall be deducted from the original amount charged for transit upon a declaration of the amount by the office claiming the reduction. No charge will be made by either administration for the transit of correspondence returned as not deliverable.

ARTICLE XIV.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office to the exchange office which despatched it.

The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter-bill relating to such correspondence. The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded or returned, charged with the rate that would have been paid at the first destination.

ARTICLE XV.

The despatching exchange office shall state on the letter-bill to the intermediate exchange offices the exact number of single rates of letters (or weight, if required) and the total weight of the other correspondence which shall be despatched in closed mails.

ARTICLE XVI.

It is understood that the accounts between the two offices shall be established on the respective letter-bills, in the proper money of the despatching office. For the international charges the reduction of these moneys shall be effected in the general accounts, at the rate of 5 lire 10 centesimi for one dollar of the United States.

In entering the foreign charges on the letter-bill, in the money of the despatching office, the *cent* of the United States and five centesimi of Italy shall be taken as equivalents.

It is also understood that the quarterly accounts shall be paid respectively in gold, and in the denominations of the money of the creditor-office.

ARTICLE XVII.

The quarterly accounts shall be prepared by the respective despatching offices of exchange. They shall be based upon the acknowledgements of receipts, and shall respectively be arranged according to the models hereto annexed, and marked F and G.

A recapitulation of these accounts, showing the definitive results, alike for the debit and the credit, shall be prepared by the United States office, and shall then be transmitted, with the accounts on which it is based, for the examination of the post office of Italy.

ARTICLE XVIII.

These detailed regulations shall be ratified on the part of the United States by the Postmaster General, and on the part of Italy by the director general of posts.

Done at Florence, in duplicate original, this 19th of March, 1868, and at Washington this 2d of May, 1868.

JOHN A. KASSON. [SEAL.]
G. B. TANTESIO, [SEAL.]

POST OFFICE DEPARTMENT,
Washington, May 2, 1868.

The foregoing articles of detailed regulations for carrying into execution the postal convention of 8th November, 1867, between the United States and Italy, are hereby ratified and approved.

Witness my hand and the seal of the Post Office Department, this 2d of May, A. D. 1868.

[SEAL.]

ALEX. W. RANDALL,
Postmaster General.

{ CORRESPONDENCE WITH
THE UNITED STATES.

[A.]

POSTAL ADMINISTRATION }
OF ITALY.

Letter-bill of the mail from the office of — to the office of —, the — of —, 186—.

TABLE I.—INTERNATIONAL CORRESPONDENCE.

Nos. of the articles of account.	Nature of the correspondence.	Weight per single rate.	Postage per single rate.	Statement by the Italian office.		Verification by the American office.	
				No. of the single rates.	Amount.	No. of the single rates.	Amount.
		<i>Grams.</i>	<i>Cms.</i>	<i>Frca.</i>	<i>Cms.</i>	<i>Frca.</i>	<i>Cms.</i>
1	Prepaid letters (including those registered).....	15	.80	—	—	—	—
2	Unpaid letters	15	.80	—	—	—	—
3	{ Number of rates	15	..	—	—	—	—
4		..	..	—	—	—	—
5	{ Amount of postage stamps affixed .....	..	..	—	—	—	—
6	{ Amount of deficient postage .....	..	..	—	—	—	—
6*	Prepaid or insufficiently prepaid newspapers and prints, and amount of their full or insufficient postage	40	12	—	—	—	—
	Prepaid or insufficiently prepaid patterns of merchandise, and the amount of their postage	100	60	—	—	—	—

TABLE II.—EXTRANATIONAL CORRESPONDENCE.

7	{ Letters from Italy for countries beyond the United States.	{ Unpaid	{ International rates	—	—	—	—
8				—	—	—	—
9	{ Letters from foreign countries for the United States.	{ Prepaid	{ Foreign rates to credit of the United States	—	—	—	—
10				—	—	—	—
11	{ Letters from foreign countries beyond the U. S.	{ Unpaid	{ International rates	—	—	—	—
12				—	—	—	—
13	{ Letters from foreign countries for countries beyond the U. S.	{ Prepaid	{ Foreign rates to credit of the United States	—	—	—	—
14				—	—	—	—
15	{ Journals, prints, and patterns, prepaid, originating in Italy for countries beyond the U. S., and originating in the countries beyond Italy for the U. S., and for countries beyond the U. S.	{ Unpaid	{ International rates	—	—	—	—
16				—	—	—	—
17	{ Journals, prints, and patterns, prepaid, originating in Italy for countries beyond the U. S., and originating in the countries beyond Italy for the U. S., and for countries beyond the U. S.	{ Unpaid	{ International rates	—	—	—	—
18				—	—	—	—

TABLE III.—REGISTERED CORRESPONDENCE.

Nos. of the articles of account.	Nature of the correspondence.	Statement by the Italian office.		Verification by the American office.	
		No. of the single rates.	Amount.	No. of the single rates.	Amount.
19	Number of the registered articles and of their fixed fees	—	<i>Fra.</i> ..	—	<i>Fra.</i> ..
20	Amount of supplementary register fees due to the United States upon registered correspondence for countries beyond the United States	"	—	"	—

TABLE IV.—CORRESPONDENCE RETURNED ON ACCOUNT OF CHANGE OF RESIDENCE.

21 } 22 }	Letters prepaid and unpaid forwarded to persons { Prior postage to credit of Italy..... having changed their residence. { Number of the international rates.....	"	—	"	—
	<i>Mem.</i> —Missent articles : —				
	Number of the registered articles contained in this mail : —				

TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSMIT CHARGES.

23	Total number of letter rates contained in this mail. (See articles 1, 2, 3, 7, 8, 10, 11, 13, 15, and 22 of this letter-bill)				
24 } 25 }	Net weight of the articles contained in this mail.. { Letters	<i>Grama.</i>		<i>Grama.</i>	
	{ Prints				

[A.]—*Letter bill of the mail, &c.*—Continued.

TABLE VI.—CLOSED MAILS IN TRANSIT THROUGH THE UNITED STATES.

No. of the articles of account.	Office of origin.	Office of destination.	Letters.		Prints.
			No. of rates.	Net weight in grams.	
96		Total.....			
27		Total.....			
28		Total.....			

POST OFFICE DEPARTMENT OF THE
UNITED STATES OF AMERICA.

[B.]

LETTER-BILL No. —.

{ CORRESPONDENCE WITH
ITALY.

For the mails despatched from — to — via —. Sent the — 18—; arrived the —, 18—.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

No. of the items of account.		Single weight.	Single rate.	Statement by the United States office.		Verification by the Italian office.	
				No. of single rates.	Amount.	No. of single rates.	Amount.
		Grams.	Cts.		Dolla.		Cts.
1	Letters fully prepaid.....	15	15		—		—
2	Letters wholly unpaid.....	"	"		—		—
3	Letters insufficiently paid, { Number of single rates..... Amount prepaid..... Amount deficient.....	"	"		—		—
4							
5	Total number of single international rates.....						
6	Journals, { whether fully prepaid } Other prints, { or } Samples, { partially paid. } The total amount prepaid is	120	4				
		"	8				
		"	8				

[B.]—Letter-bill No. ———Continued.

TABLE II.—EXTRANATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

Numbers of the items.	Statement by the United States of America.		Verification by the Italian office.	
	No. of single rates.	Am'ts. Dolls Cts.	No. of single rates.	Amounts. Dolls. Cts.
7 } Letters originating in the United States for foreign countries beyond Italy.....	8 } 9 } 10 } 11 } 12 } 13 } 14 } 15 } 16 }	{ Unpaid (wholly or in part.) No. of international rates.		
		{ Fully prepaid. No. of international rates.		
		{ Addressed to Italy.....		
		{ Unpaid (wholly or in part.) Foreign postage to account for to United States.		
		{ Fully prepaid. No. of international rates.		
		{ Addressed to countries beyond Italy....		
		{ Fully prepaid. Foreign postage to account for to Italy		
		{ Unpaid (wholly or in part.) No. of international rates		
		{ Foreign postage to account for to United States.		
		{ Total number of single rates in transit		
17 } Prepaid journals, other prints, samples, &c., originating in the United States, addressed to countries beyond Italy; or originating beyond the United States and addressed to Italy, and to countries beyond Italy ..	18 }	{ Total amount of the international postage.....		
		{ Total amount of foreign postage to account for to Italy.....		

TABLE III.—OF REGISTER FEES.

19	Total number of register fees and registered articles herewith	—	—	—	—
20	Amount of supplementary fees on same, due to countries beyond Italy, to account for to Italy	—	—	—	—

14 P M G

TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.

21	Letters prepaid and unpaid, of what- ever origin, forwarded to persons who have changed their national address.	{ Prior postage unpaid, amount to account for to exclusive credit of United States.....	—	—	—
22					
		Expense of returning the correspondence			
		No. of rates at 6¢ cents per single rate			
	[Memo.—Articles misssent, or wrongly addressed. Note the number of articles....]				
	Number of registered articles by this mail:				

TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSIT.

	Total No. of rates by this mail.	Amounts.		Total No. of single rates by this mail.	Amounts.	
		Dolla.	Cts.		Dolla.	Cts.
23	Total number of single rates of letters sent by this mail					
	(See items 1, 2, 3, 7, 8, 10, 11, 13, 15, 22, of this letter-hill.)					
24 } 25 }	Total weight (net) of articles in this mail { Letters*	Grams.			Grams.	
	{ Journals, &c., &c					

* This line to be left blank in letter-bills for Belgium and Holland; but to be filled in letter-bills for Germany, Switzerland, and Italy.

TABLE VI.—CLOSED MAILS DESPATCHED HEREWITH FOR ITALIAN TRANSIT.

No. of the items of account.	Office of origin.	Destination.	Letters.		Journals, &c., &c.
			No. of single rates.	Net weight in grams. (*)	Net weight in kilograms.
26	Total.....				
27	Total.....				
28	Total.....				

* This column to be left blank in letter-bills for Belgium and Holland; but are to be filled in letter-bills for Germany, Switzerland, and Italy.

REPORT OF THE POSTMASTER GENERAL.

199

POST OFFICE DEPARTMENT OF }
THE UNITED STATES.

[C 2.]

{ CORRESPONDENCE WITH THE
ITALIAN POST OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of ——— to the Italian office of exchange of ———, the ———, 18—.

Numbers.	Nature of the registered articles.*	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the Italian office on registered articles destined for foreign countries.		Verification by the receiving officer.
					Dollars.	Cents.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of the registered articles to be carried to article 19 of the letter-bill							
Total amount to be carried to article 20 of the letter-bill.....\$							

Certified by _____.

* Letters, newspapers or book packets under band, patterns of merchandise, &c.

[D.]

Table of the countries with which the postal administration of the United States may exchange correspondence through the Italian post office, together with the foreign postage to which such correspondence is subjected over and above the international postage.

Foreign countries.	Letters.			Journals, books, and prints.			Patterns.			Observations.
	Weight per single rate.	Additional postage.	Addit'l registration fee.	Weight per single rate.	Additional postage.	Addit'l registration fee.	Weight per single rate.	Additional postage.	Addit'l registration fee.	
Pontifical States	10	.....	.....	40	.....	.....	100	.....	.....	Letters, newspapers, prints, and patterns from the United States or the Pontifical States should be prepaid to within the boundaries of the kingdom of Italy.
Greece	10	30	30	40	07	.....	.....	.....	.....	Registration of newspapers and prints for Greece is not allowed, and patterns are subject to letter postage.
Alexandria, in Egypt.	10	30	30	40	05	30	50	20	30	Samples of groceries and drugs, or any articles of material not dry nor flexible, are subject to letter postage, as by existing laws in the United States.
Tunis	10	30	30	40	05	30	50	20	30	

[E.]

Table showing the countries with which Italy may exchange correspondence through the United States open mails, and the amount to be added to the international rates between Italy and the United States for account of exterior service.

Countries	Letters.			Newspapers.			Book packets, prints, and samples.			Observations.
	Standard weight.	Add'l postage.	Add'l register fee.	Standard weight.	Add'l postage.	Add'l register fee.	Standard weight.	Add'l postage.	Add'l register fee.	
Asapulco.....	Grams. 15	Cents. 10	Cents.	Grams. 120	Cents. 2	Cents.	Grams. 120	Cents. 4	Cents.	At present, registration exists only for Canada, New Brunswick, Nova Scotia, and Panama, and for letters only. Samples must be confined to samples and sample cards of dry flexible material. Packages of hardware, groceries, &c., are subject to full letter rate of postage under existing laws of the United States, and hence cannot be forwarded through the United States to countries beyond at less than letter rate of postage.
Aspinwall.....	"	10		"	2		"	4		
Belize, British Honduras.....	"	10		"	2		"	4		
Brazil.....	"	10		"	2		"	4		
Canada.....	"	10	5	"	2		"	4		
New Brunswick.....	"		5	"			"			
Nova Scotia.....	"		5	"			"			
Central America and Pacific coast, via Panama.....	"	10		"	2		"	4		
China.....	"	10		"	2		"	4		
Costa Rica.....	"	10		"	2		"	4		
Cuba.....	"	10		"	2		"	4		
Guatemala.....	"	10		"	2		"	4		
Japan.....	"	10		"	2		"	4		
Mexico, by sea.....	"	10		"	2		"	4		
Nicaragua, Pacific coast via Panama.....	"	10		"	2		"	4		
Panama.....	"	10		"	2		"	4		
Sandwich Islands.....	"	10	8	"	2		"	4		
St. Thomas, via United States, Brazilian packets.....	"	10		"	2		"	4		
Venezuela.....	"	10		"	2		"	4		
West Indies (British).....	"	10		"	2		"	4		



F.—Account of the correspondence dispatched in closed mails from the Italian office of —

[NUMBERS OF THE ARTICLE]												
Dates of the mails.												
Numbers in annual order of the letter-bill.												
INTERNATIONAL CORRESPONDENCE.												
EXTRANATIONAL												
Letters from Italy for countries beyond the United States.												
Letters from foreign countries for the United States.												
Prepaid letters.												
Unpaid letters.												
Letters insufficiently prepaid.												
Prepaid newspapers and prints.												
Prepaid samples of merchandise.												
Number of rates.												
Unpaid.												
Prepaid.												
Paid.												
Unpaid.												
Number of rates.												
Foreign postages due to the United States.												
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REPORT OF THE POSTMASTER GENERAL.

203

_____ to the United States of _____, via _____, during the quarter ending the _____, 18—.

OF THE LETTER-BILL.]

[illegible]

REPORT OF THE POSTMASTER GENERAL.

Summary of the account of the ——— quarter ———, 186—.

To credit of the United States administration.				To credit of the Italian administration.			
Items of the account.		Sums to be divided between the two administrations.		Items of the account.		Sums to be divided between the two administrations.	
1		2		4		5	
1				9			
4				5			
6				7			
6 bis				11			
8				12			
9				15			
10				16			
13				21			
14				22			
17							
18				Totals.....			
19							
20				One-half due Italy.....			
[Totals.....							
Deduct interme- { 24 L } diate transit } charges. { 25 L }							
Total of sums to be divided....							
One-half due the U. S.....							

G.—Quarterly account of the mails sent by the United States exchange office of _____ to the Italian exchange office of _____ during the quarter ending _____, 18____, via _____.

[illegible]

Dated at _____, this _____ day of _____, 18 ____.

REGULATIONS

For the execution of the postal convention agreed upon between the Post Departments of the United States and of the North-German Union, on the 21st of October, 1867.

In accordance with article 19 of the convention concluded between the United States of America and the North-German Union, on the 21st of October, 1867, the post offices of the two countries have established the following regulations:

SECTION I.

Provisionally, and until otherwise arranged, the offices for the exchange of mails shall be, on the side of the United States—

1. New York.
2. Boston.
3. Philadelphia.
4. Chicago.

On the side of the North-German Union—

1. The travelling post office, No. 10, between Cologne and Verviers.
2. Bremen.
3. Hamburg.

The mails shall be exchanged—

- a. Between the travelling post office, No. 10, Cologne, Verviers, and the post office of New York, via England and Belgium.
- b. Between Bremen and New York, Boston, Philadelphia, Chicago, via direct line, Bremen, New York.
- c. Between Hamburg and New York, Boston, Philadelphia, Chicago, via direct line, Hamburg, New York.

SECTION II.

The sender of a registered letter is authorized to demand, by a notice on the address, that the receipt, undersigned by the receiver, should be delivered to him. In this case, the subscribed receipt shall be returned without delay to the exchange office whence the letter was despatched. There shall be no fee levied for the delivery of a receipt. The receipts shall be printed in German and English language, and shall be annexed to the letters by the despatching exchange officer.

SECTION III.

Patterns or samples of merchandise exceeding the weight of 15 loths ($8\frac{1}{2}$ ounces) cannot be sent by mail to the North-German Union. Letters weighing 3 loths ($1\frac{1}{2}$ ounces) or more, if containing articles subject to customs duty, instead of writings, documents or obligations, are, in like manner, excluded from the mails sent to the North-German Union.

SECTION IV.

Each mail exchanged between the respective offices shall be accompanied by a letter-bill, showing the postages, fees, &c., and the charges of transit, accruing to each office upon the different kinds of correspondence.

The form of this letter-bill shall follow the models A and B, hereto annexed, and they shall be consecutively numbered by the despatching office during each calendar year. (The receiving office shall acknowledge the receipt by the next following despatch.)

SECTION V.

The exchange offices shall divide the correspondence which they despatch into a suitable number of separate packages according to the letter-bill.

SECTION VI.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated by the despatching office by a figure in the upper left corner of the address.

SECTION VII.

All letters exchanged between the two offices shall indicate by stamp or writing thereon the office of origin.

Correspondence fully paid to destination shall be stamped in the United States "*Paid all*," and in the North-German Union "*Franco*." Correspondence insufficiently paid shall be stamped in the United States "*Insufficiently Paid*," and in the North-German Union "*Unzureichend Frankirt*," and the amount of the deficient postage expressed in figures (black) on the face in the money of the receiving office.

Registered articles shall be stamped "*Registered*" in the United States, and in the North-German Union "*Recommandirt*." Correspondence forwarded to either office by the other should be so stamped in letters or figures as to clearly indicate the route of transmission.

SECTION VIII.

Registered correspondence shall be entered in a register list, following the models C or D hereto annexed.

All registered letters and the register list shall be enveloped together in strong paper and securely fastened, and the packet inscribed with the word "*Registered*" or "*Recommandirt*," and placed in the mail. The blank in the letter-bill for expressing the number of registered articles shall be filled by writing the number in full. In case no registered articles are sent, the proper blank of the letter-bill shall be filled with the word "*Nihil*" or "*Nil*."

SECTION IX.

The register list despatched shall be acknowledged by the first return mail from the receiving office, by expressing the receipt numerically, viz: "from No. , to No. ." If the verification by the exchange office discloses an error of any kind on the register list, it shall also, by the first mail, be notified to the despatching office.

SECTION X.

The two postal administrations may exchange in the open mails letters and other correspondence, ordinary and registered, with foreign countries, and upon the conditions as indicated in the table E, hereto annexed.

SECTION XI.

The respective exchange offices shall mark in *red* ink, in the upper part of the address of prepaid letters and other correspondence sent for transit in the open mail, the amount of the foreign postage due to the foreign office of destination; and in the same manner, but in *black* ink, shall mark the amount of postage due to the foreign office of origin, upon the unpaid letters sent in transit.

SECTION XII.

Articles under band which do not conform to the conditions mentioned in article 8 of the convention, or which are in no part prepaid, shall be retained at the disposition of the administration of origin, or if sent shall not be subject to account.

SECTION XIII.

Letters originating in or destined for foreign countries, sent in the open mail for transit through the United States, or through the North-German Union, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid. But if one or more full rates shall be prepaid the number of rates fully prepaid shall be always credited.

SECTION XIV.

Letters and all registered articles which cannot be delivered shall be respectively returned to the despatching administration at the end of every month.

The postage on unpaid letters, returned, shall be deducted from the account against the office originally charged therewith. The postage on prepaid letters, returned, shall remain in the account as originally entered.

The expense of transit of unpaid correspondence which has been transported by either administration in closed mails, and shall be returned to the despatching office as not deliverable, shall be deducted from the original amount charged for transit, upon a declaration of the amount by the office claiming the reduction. No charge will be made by either administration for the transit of correspondence returned as not deliverable. The bordereaux of correspondence not deliverable shall follow the models F and G, hereto annexed.

SECTION XV.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office to the exchange office which despatched it. The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter-bill relating to such correspondence. The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded or returned, charged with the rate that would have been paid on the first destination.

SECTION XVI.

The despatching exchange office shall state on the letter-bill for the intermediate offices the exact number of single rates of letters (or weight, if required) and the total net weight of the other correspondence which shall be despatched in closed mails by such intermediate transit.

SECTION XVII.

It is understood that the accounts between the two offices shall be established on the respective letter-bills in the proper money of the despatching office, but the international postages on the unpaid letters or insufficiently prepaid letters shall be computed in the money of the receiving office. The reduction of these moneys shall be effected in the general accounts at the rate of one dollar for one thaler eleven silber-

groschen and eight pfennigs. In entering the foreign charges on the letter-bill, in the money of the despatching office, the cent shall be considered the equivalent of five pfennigs.

It is also understood that the quarterly accounts shall be adjusted, respectively, in gold and in the denomination of the money of the creditor office.

SECTION XVIII.

The quarterly accounts, mentioned in article 14 of the convention, shall be prepared by the respective despatching offices of exchange. They shall be based upon the acknowledgments of receipt, and shall, respectively, be prepared according to the models hereto annexed, marked H or F.

The accounts prepared by the North-German offices shall be transmitted to the Post Office Department of the United States. A recapitulation of the respective accounts, showing the definite results alike for the debit and credit, shall be prepared by the United States office, and shall then be transmitted, with the accounts on which it is based, for the examination of the other office.

SECTION XIX.

The charge to be made by the North-German office for the transit of closed mails, which the United States shall exchange in either direction with countries beyond Germany, shall be as follows:

For mails exchanged with Switzerland or Italy, 15 pfennigs per 30 grams of letters. For other correspondence, 8 silber-groschen per kilogram.

For mails exchanged with other countries, one-half silber-groschen per single-letter rate. For other correspondence, 8 silber-groschen per kilogram.

Executed in duplicate, at Washington the 22d July, 1868; at Berlin the 30th June, 1868.

PHILIPSBORN.

ALEX. W. RANDALL,

Postmaster General U. S. America.

VIA ENGLAND.]

[A 1.]

LETTER BILL.

Mail from the travelling post office No. 10, between Cologne and Verviers. ——— to ———,
by the ——— packet.

Travelling post office No. 10, between Cologne and Verviers, the ——— of ———, 18—.

No.	Articles of correspondence.	Statement by the North-Ger- man office.					Verification by the United States office.				
		International post- age.			Foreign postage.		International post- age.			Foreign postage.	
		No. of single rates.	Amount.		Thlr.	Sgr.	No. of single rates.	Amount.		Thlr.	Sgr.
			Thlr.	Sgr.				Thlr.	Sgr.		
	§1. PAID LETTERS, ETC.										
1 }	Registered let- ters, &c. {	No. of single letter rate									
2 }		Postage									
3 }		Register fee									
4	Letters for the United States, at 6 sgr. the single rate										
5	Letters for foreign countries										
6	Newspapers, patterns, &c., for the United States, at 1½ sgr. the single rate										
7	Newspapers, patterns, &c., for foreign countries										
	§2. UNPAID LETTERS.										
8	Letters from the North-German Union, at 15 cents the single rate										
9	Letter from foreign countries										
10	Redirected letters										
	§3. INSUFFICIENTLY PREPAID LET- TERS, ETC.										
11 }	Letters.... {	No. of single rates									
12 }		Amount of the prepaid postage									
13 }		Amount of the deficient postage									
14 }		Newspapers, patterns, &c., amount of the prepaid postage									

No. of registered articles forwarded in the mails of this day :

§4. CONTENTS OF THE MAIL.		Letter rates.		Letter rates.	
15	Total No. of single letter-rates, (Nos. 1, 4, 5, 8, 9, 10, 11)				
16	Total net weight of letters	Grams.		Grams.	
17	Total net weight of newspapers, pat- terns, &c.				

Letter-Bill—Continued.

[illegible]

VIA BREMEN, }
HAMBURG. }

[A 2.]

LETTER-BILL.

Mail from _____ to _____, by the _____ packet, _____ post office _____,
the _____ of _____, 18—.

No.		Articles of correspondence.	Statement by the North German office.					Verification by the United States office.				
			International postage.			Foreign postage.		International postage.			Foreign postage.	
			No. of single rates.	Amount.				No. of single rates.	Amount.			
				Thlr.	Sgr.	Thlr.	Sgr.		Thlr.	Sgr.	Thlr.	Sgr.
§ 1. PAID LETTERS, ETC.												
1	Registered letters, &c. {	No. of single letter rates.....	—	—	—	—	—	—	—	—	—	
2		Postage	—	—	—	—	—	—	—	—	—	
3		Register fee	—	—	—	—	—	—	—	—	—	
4	Letters for the United States, at 4 sgr. the single rate		—	—	—	—	—	—	—	—	—	
5	Letters for foreign countries		—	—	—	—	—	—	—	—	—	
6	Newspapers, patterns, &c., for the U. S., at 1 sgr. the single rate		—	—	—	—	—	—	—	—	—	
7	Newspapers, patterns, &c., for foreign countries		—	—	—	—	—	—	—	—	—	
§ 2. UNPAID LETTERS.												
8	Letters from the North German Union, at 10 cents the single rate		—	—	—	—	—	—	—	—	—	
9	Letters from foreign countries		—	—	—	—	—	—	—	—	—	
10	Redirected letters		—	—	—	—	—	—	—	—	—	
§ 3. INSUFFICIENTLY PREPAID LETTERS, ETC.												
11	Letters {	No. of single rates.....	—	—	—	—	—	—	—	—	—	
12		Am't of the prepaid postage	—	—	—	—	—	—	—	—	—	
13		Am't of the deficient postage	—	Dolls.	Cts.	—	—	—	Dolls.	Cts.	—	
14	Newspapers, patterns, &c., amount of the prepaid postage		—	Thlr.	Sgr.	—	—	—	Thlr.	Sgr.	—	

Number of registered articles forwarded in the mail of this day :

§ 4. CONTENTS OF THE MAIL.		Letter rates.	
15	Total number of single letter rates, (Nos. 1, 4, 5, 8, 9, 10, 11)		
16	Total net weight of letters	Grams.	
17	Total net weight of newspapers, patterns, &c.	Grams.	

15 P M G

Letter-bill—Continued.

[illegible]

POST OFFICE DEPARTMENT
OF THE UNITED STATES.

[B.]

{ CORRESPONDENCE WITH THE
NORTH GERMAN UNION.*

Letter-bill No. — for the mails despatched from — to —, via —. Sent the —, 18—; arrived the —, 18—.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

No. of the items of account.		Single weight.	Single rate.	Statement by the United States office.		Verification by the North German office.	
				No. of single rates.	Amount.	No. of single rates.	Amount.
1	Letters fully prepaid						
2	Letters wholly unpaid						
3	Letters insufficiently paid, {	Number of single rates	Cts.				
4							
5	Letters insufficiently paid, {	Amount prepaid	15				
		Amount deficient	"				
	Total number of single international rates						
6	Journals, { whether fully prepaid	The total amount prepaid is	Cts.				
	Other prints, { or						
	Samples, { partially paid.						

TABLE II.—EXTRANATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

7	Letters originating in the United States for foreign countries beyond the German States.	Unpaid (wholly or in part.)	No. of international rates				
8	Letters originating in foreign countries, and passing in transit through the United States.	Fully prepaid.	No. of international rates				
9		Unpaid (wholly or in part.)	No. of international rates				
10	Letters originating in foreign countries, and passing in transit through the United States.	Addressed to any part of Germany.	No. of international rates				
11		Addressed to countries beyond German States.	No. of international rates				
12	Letters originating in foreign countries, and passing in transit through the United States.	Fully prepaid.	No. of international rates				
13		Unpaid (wholly or in part.)	No. of international rates				
14	Letters originating in foreign countries, and passing in transit through the United States.	Fully prepaid.	No. of international rates				
15		Unpaid (wholly or in part.)	No. of international rates				
16	Total number of single rates in transit.						

* Including all the German States and Austria.

TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSIT.

No. of the items of account.		Statement by the United States of fca.		Verification by the Netherlands office.	
		Total No. of rates by this mail	Amount.	Total No. of single rates by this mail	Amount.
			Dolla. Cts.		Dolla. Cts.
23	Total number of single rates of letters sent by this mail. (See items 1, 2, 3, 7, 8, 10, 11, 13, 15, 22, of this letter-bill.)				
24 } 25 }	Total weight (net) of articles in this mail, { Letters * Journals, &c., &c.		Grams.		Grams.

TABLE VI.—CLOSED MAIL DESPATCHED HEREWITH FOR THE NETHERLANDS TRANSIT.

	Office of origin.	Destination.	Letters.		Journals, &c., &c.
			No. of single rates.	† Net weight in grams.	
					Net weight in kilo-grams.
23		Total.....			
27		Total.....			
28		Total.....			

* This line and † this column are left in blank in letter-bills for Belgium and Holland; but are to be filled in letter-bills for Germany, Switzerland and Italy.

Acknowledgment of receipt for the correspondence between North Germany and the United States via _____ post office, _____, the _____ of _____, 186-.

The mail from _____ to _____, by the ship _____, of the _____ of _____, 186-, has been received, containing the following articles:

No.	Articles of correspondence.	Statement by the North German office.					Verification by the United States office.				
		International postage.			Foreign postage.	International postage.			Foreign postage.		
		No. of single rates.	Amount.			No. of single rates.	Amount.				
	§1. PAID LETTERS, ETC.										
1	Registered letters, &c. { No. of single letter rates.. Postage	—	Thlr.	Sgr.	Dolla.	Cts.	—	Thlr.	Sgr.	Dolla.	Cts.
3											
4	Letters for the United States, at — sgr. the single rate	—	—	—	—	—	—	—	—	—	—
5	Letters for foreign countries	—	—	—	—	—	—	—	—	—	—
6	Newspapers, patterns, &c., for the U. S., at 1½ sgr. the single rate	—	—	—	—	—	—	—	—	—	—
7	Newspapers, patterns, &c., for foreign countries	—	—	—	—	—	—	—	—	—	—
	§ 2. UNPAID LETTERS.										
8	Letters from the North German Union, at — cents the single rate	—	—	—	Thlr.	Sgr.	—	—	—	Thlr.	Sgr.
9	Letters from foreign countries	—	—	—	—	—	—	—	—	—	—
10	Redirected letters	—	—	—	—	—	—	—	—	—	—
	§ 3. INSUFFICIENTLY PREPAID LETTERS, ETC.										
11	Letters. { No. of single rates..... Am't of the prepaid postage..	—	—	—	Dolla.	Cts.	—	—	—	Dolla.	Cts.
12		—	Dolla.	Cts.	Thlr.	Sgr.	—	Dolla.	Cts.	Thlr.	Sgr.
13	Am't of the deficient postage. Newspapers, patterns, &c.—amount of the prepaid postage.....	—	Thlr.	Sgr.	—	—	—	Thlr.	Sgr.	—	—
14		—	—	—	—	—	—	—	—	—	—

— registered articles, from No. — to No. —, received by this mail.

	§ 4. CONTENTS OF THE MAIL.	Letter rates.		Letter rates.	
		Grams.		Grams.	
15	Total number of single letter rates, (Nos. 1, 4, 5, 8, 9, 10, 11)				
16	Total net weight of letters				
17	Total net weight of newspapers, patterns, &c.				

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POST OFFICE DEPARTMENT OF
THE UNITED STATES. }

[D.]

{ CORRESPONDENCE WITH THE NORTH
GERMAN UNION POST OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of _____ to the North German Union office of exchange of _____, the _____, 18—.

Numbers.	Nature of the registered articles.*	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the North German Union office on registered articles destined for foreign countries.		Verification by the receiving officer.
					Dolla.	Cts.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
Total number of the registered articles to be carried to article 19 of the letter-bill							
Total amount to be carried to article 20 of the letter-bill ..							

Certified by—

* Letters, newspapers or book packets under band, patterns of merchandise, &c.

E 1.—Table showing the foreign rates of postage to be paid by the post office of the United States to the post office of the North German Union, for letters in transit through the North German Union in the open mails.

Number.	Countries.	Standard weight.	Paid letters.				Unpaid letters.	Remarks.
			Ordinary letters.	Registered letters.	Foreign postage.	Foreign postage.		
		<i>Grams.</i>	<i>Sgr.</i>	<i>Sgr.</i>	<i>Sgr.</i>	<i>Sgr.</i>		
1	Belgium.....	15	1	1	—	1½		
2	Denmark.....	15	1	1	—	2		
3	Greece.....	15	3	3	—	3½		
4	Italy.....	15	1½	1½	—	1½		
5	Netherlands.....	15	4	4	—	1½		
6	Norway.....	15	2½	2½	—	3		
7	Papal States, via Austria.....	15	1½	1½	1½ pr 15 grs	1½		
8	Russia.....	15	2	2	—	3		Prepayment compulsory.
9	Sweden.....	15	2½	2½	—	3½		
10	Switzerland.....	15	2	2	—	2		
11	Moldavia, Wallachia, Baken, Berlat, Botutshany, Buckarest, Fokechan, Galatz, Giurgewo, Jassy, Ibralla, Platra, Plojeschti, Roman, Turkey*.....	15	1	1	—	1		
12	Egypt— <i>a.</i> Alexandria.....	15	2	2	—	2		
13	<i>b.</i> Lower and Middle Egypt.....	15	2	2	—	2		
<i>c.</i> Upper Egypt.....	15	4	4	4	—	5		Prepayment compulsory; registration not admissible.
<i>d.</i> To Upper Egypt.....	15	4	4	4	—	5		Prepayment compulsory.
14	East India, including Ceylon, China, Japan, Anam, Birma, and Siam.....	15	7	7	3½ pr letter	2		

* Letters for Adrianople, Andvard, Beirut, Burgas, Calpha, Cavelle, Constantinople, Czernawoda, Dardanellies, Durazzo, Gallipoli, Jaffa, Janina, Jerusalem, Ischoli, Kandia, Kanea, Kustendje, Lagos, Larneca, Metelin, Philippopol, Prevesa, Rodino, Rostoch, Salonica, Samoun, Serrai, Smyrna, Sophia, Tenedos, Trapezunt, Tchesme, Tultscha, Valona, Varna, and Volo, can be sent paid or unpaid. Letters for all other places must be prepaid.

† To Middle and Lower Egypt belong Abouktir, Benha, Boulakouf, Cairo, Dammanhour, Damietta, El Arish, Fush, Girgeh, Gheezeh, Kafersajet, Kelloob, Mansoorah, Medinet el Fayoom, Mehdiet el Kober, Menouf, Minieh, Paria Said, Rosetta, Samanoud, Suez, Tanis, Yerraneh, and Zagauk.

‡ To Upper Egypt belong all places lying below Minieh.

E 2.—Table showing the foreign rates of postage to be paid by the post office of the United States to the post office of the North German Union for newspapers, book packets, prints of all kinds, patterns or samples of merchandise in transit through the North German Union in open mails.

No.	Countries.	Standard weight.	Foreign postage.	Remarks.
		<i>Loth.</i>	<i>Sgr.</i>	
1	Belgium.....	2½	4	
2	Denmark.....	2½	5-12	
3	Greece.....	2½	4	
4	Italy.....	2½	4	
5	Netherlands.....	2½	4	
6	Norway.....	2½	4	
7	Papal States, via Austria.....	2½	4	Patterns cannot be sent.
8	Russia.....	2½	4	
9	Sweden.....	2½	4	
10	Switzerland.....	1	4	Patterns cannot be sent.
11	Moldavia and Wallachia.....	2½	4	
12	Turkey.....	2½	4	
13	Egypt— <i>a.</i> Alexandria.....	2½	4	
	<i>b.</i> Lower and Middle Egypt.....	2½	4	
	<i>c.</i> Upper Egypt.....	2½	4	
14	East India, including Ceylon, China, Japan, Anam, Birma, and Siam.	2½	1	Patterns only can be sent for Birma, British India, Ceylon, and Hong Kong.

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Ex 3.—Table showing the countries with which the North German Union may exchange correspondence through the United States open mails, and the amount to be added to the international rates between the North German Union and the United States for account of exterior service.

Countries.	Letters.			Newspapers.			Book packets, prints, and samples.			Observations.
	Standard weight.	Additional postage.	Additional register fee.	Standard weight.	Additional postage.	Additional register fee.	Standard weight.	Additional postage.	Additional register fee.	
Acapulco.....	Grams. 15	Cents. 7	Cents.	Grams. 120	Cents.	Cents.	Grams. 120	Cents. 4	Cents.	Samples must be confined to samples and sample cards of dry flexible material. Packages of hardware, groceries, &c., are subject to full letter rate of postage under existing laws of the United States, and hence cannot be forwarded through the United States to countries beyond at less than letter rates of postage.
Aspinwall.....	15	7		120	3		120	4		
Bahize, British Honduras.....	15	7		120	3		120	4		
Brazil.....	15	7		120	3		120	4		
British Columbia.....	15	7		120	3		120	4		
Central America and Pacific coast, via Panama.....	15	7		120	3		120	4		
China.....	15	7		120	3		120	4		
Costa Rica.....	15	7		120	3		120	4		
Cuba.....	15	7		120	3		120	4		
Guatemala.....	15	7		120	3		120	4		
Honduras.....	15	7		120	3		120	4		
Japan.....	15	7		120	3		120	4		
Mexico, by sea.....	15	7		120	3		120	4		
Nicaragua and Pacific coast, via Panama.....	15	7		120	3		120	4		
Panama.....	15	7		120	3		120	4		
Sandwich Islands.....	15	7		120	3		120	4		
St. Thomas, via United States Brazilian packets.....	15	7		120	3		120	4		At present registration exists only for Canada, New Brunswick, Nova Scotia, and Panama, and for letters only. No additional register fee is charged thereon for account of exterior service.
Venezuela.....	15	7		120	3		120	4		
Vancouver's Island.....	15	7		120	3		120	4		
West Indies, by United States packets exclusively.....	15	7		120	3		120	4		
West Indies, by United States and British packets, via St. Thomas.....	15	15		120	3		120	4		
Bolivia.....	15	31		120	3		120	4		
Chili.....	15	31		120	3		120	4		
Ecuador.....	15	31		120	3		120	4		
Peru.....	15	31		120	3		120	4		
United States of Colombia.....	15	15		120	3		120	4		
Canada.....	15									
New Brunswick.....	15									
Nova Scotia.....	15									

No extranational charge.

F.—BORDEREAU OF CORRESPONDENCE RETURNED NOT DELIVERABLE.

The North German office — returns to the — United States office.

[illegible]

Memorandum of registered articles returned.

No.	Nature of the registered articles.	Origin.	To whom addressed.	Destination.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

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No. 10, between Cologne and Verviers, to ———, during the quarter ———, 18—.

[illegible]

REPORT OF THE POSTMASTER GENERAL.

Result of the preceding account.

I. INTERNATIONAL AND FOREIGN POSTAGES.

No. of the articles of the letter-bill.	International postage prepaid in the North German Union.		Foreign postage to the credit of the United States.		No. of the articles of the letter-bill.	International postage collected by the United States.		Foreign postage to the credit of the North German Union.	
	<i>Thlr.</i>	<i>Sgr.</i>	<i>Thlr.</i>	<i>Sgr.</i>		<i>Dolls.</i>	<i>Cts.</i>	<i>Thlr.</i>	<i>Sgr.</i>
2			—	—	8			—	—
3	—	—			9				
4			—	—	10				
5					12				
6			—	—					
7									
12									
14			—	—					
Total					Total				

REPORT OF THE POSTMASTER GENERAL.

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Result of the preceding account—Continued.

II. COST OF THE INTERMEDIATE TRANSIT.

No. of the articles of the letter-bill.	Amount.		
15			
16			
17			
Total			

III. TRANSIT OF CLOSED MAILS.

No. of the articles of the letter-bill.	Amount.		
18			
19			
20			
Total			

Result of the preceding account.

I. INTERNATIONAL AND FOREIGN POSTAGES.

No. of the articles of the letter-bill.	International postage prepaid in the North German Union.		Foreign postage to the credit of the United States.		No. of the articles of the letter-bill.	International postage collected by the United States.		Foreign postage to the credit of the North German Union.	
	<i>Thlr.</i>	<i>Sgr.</i>	<i>Thlr.</i>	<i>Sgr.</i>		<i>Dolls.</i>	<i>Cts.</i>	<i>Thlr.</i>	<i>Sgr.</i>
2			—	—	8			—	—
3	—	—			9				
4			—	—	10				
5					13				
6			—	—					
7									
12									
14			—	—					
Total.....					Total.....				

Result of the preceding account—Continued.

II. COST OF THE INTERMEDIATE TRANSIT.

No. of the articles of the letter-bill.	Amount.		
15			
16			
17			
Total			

III. TRANSIT OF CLOSED MAIL.

No. of the articles of the letter-bill.	Amount.		
18			
19			
20			
Total			

REPORT OF THE POSTMASTER GENERAL.

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German Union exchange office of ———, during the quarter ending ———, 18—, via ———.
of the items of the letter-bill.]

17	18	19	20	21	22	23	25	26	28
		III.—REGISTER FEES.		IV.—LETTERS RE-SENT.		V.—INTER-MEDIATE TRANSIT.		VI.—TRANSIT OF CLOSED MAILS.	
Prepaid journals, prints, samples, &c., originating in the U. S. and addressed to countries beyond the N. German Union, or coming from countries outside the U. S. and addressed to the N. German Union or to countries beyond the N. German Union.		Number of the register fees received on the registered articles sent.	Amount of the supplementary register fees to account for to the North German Union for the countries beyond.	Letters unpaid and prepaid wherever originating, forwarded to persons who have changed their national residence.		Via ocean, England, and Belgium.		Across the North German Union.	
						Letters.	Journals, &c.	Letters.	Journals, &c.
Amount of the international (direct) postage.				Prior postage unpaid. Amount to account for to exclusive credit of the U. S.	Number of international rates, (unpaid.)	Total number of rates by each mail.	Total weight in kilograms.	Net weight in grams.	Net weight in kilograms.
\$	ct.			\$	ct.				
		8				15	10	28	
17	18	19	20	21	22	23	25	26	28

service, change all the multiples 15 to 10.

Summary of the within account.

Sums for which the United States office must account to North German Union.				Sums for which the North German Union office must account to the United States.			
For items of the account.	No.	Sums to be divided.	Sums wholly due to the N. Ger. Union.	For items of the account, numbered.	Sums to be divided.	Sums wholly due to the U. S.	
	1				2		
	4				5		
	6				7		
	8				11		
	9				12		
	10				15		
	13				16		
	14				21		
	17				22		
	18						
	19						
	20						
	26						
	28						
Totals				Totals			
				One-half (1) to United States is.....			
				One-half to North German Union is..			
				One-half joint sum opposite is.....			
				Exclusive amount due North German Union (opposite) is.....			
				Total of sums to sole credit of North German Union.....			
				Total of sums to sole credit of the United States			
				Net balance due to — is ...			
Deduct inter- mediate transit charges. { 23 25							
Balance to be divided is							
One-half due to the U. S. is							
One-half joint sum opposite is							
Exclusive am't due U. S. (opposite) is							
Total of sums to sole credit of U. S. ..							
Total of sums to sole credit of the North German Union							
Net balance due to — is							

Dated at —, this — day of — 18—.

Convention between the General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland.

The General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland, being desirous of establishing and maintaining an exchange of mails between the United States on the one side and the Straits settlements and the British East Indies on the other, by means conjointly of the line of United States mail packets plying between San Francisco and Hong Kong and of the line of British mail packets plying between Hong Kong and Singapore, Calcutta, Madras, Bombay, and Aden, the undersigned duly authorized for that purpose have agreed upon the following articles:

ARTICLE I.

There shall be a direct exchange of mails between the offices of New York and San Francisco on the one part and the offices of Singapore, Calcutta, Madras, Bombay, and Aden, on the other, comprising letters, newspapers, prices-current, book packets, and packets of patterns or samples originating in the United States and addressed respectively to the Straits settlements or to the British East Indies, or originating in the British East Indies or the Straits settlements, respectively, and addressed to the United States.

These mails shall be conveyed by United States mail packets between San Francisco and Hong Kong, via Yokohama, and by British mail packets between Hong Kong and Singapore or the Indian ports.

ARTICLE II.

The postage to be collected in the United States upon paid correspondence addressed to the Straits settlements or the British East Indies shall be 10 cents per single letter not exceeding half an ounce in weight, heavier letters being charged in proportion, two cents each on newspapers or prices-current and eight cents per four ounces on book packets or packets of patterns or samples, and the postage to be collected in the Straits settlements or the British East Indies upon paid correspondence addressed to the United States shall be 10 pence per single letter not exceeding half an ounce in weight, heavier letters being charged in proportion, and four pence per four ounces for newspapers, prices-current, book packets, or packets of patterns or samples.

The correspondence thus paid shall be delivered at the place of destination, whether in the United States or in the British possessions, free from all charge whatsoever.

Letters posted in either country unpaid or insufficiently paid shall nevertheless be forwarded and shall be charged at the place of destination with a rate of postage of the same amount that would be chargeable on a letter of like weight posted for despatch in the opposite direction, together with a fine of six pence in the Straits settlement or the British East Indies, or of twelve cents in the United States.

ARTICLE III.

The exchange of the correspondence referred to in Article II, preceding, shall not give rise to any accounts between the British and the United States post offices; each office shall keep the postage which it collects.

ARTICLE IV.

Every letter, newspaper, prices-current, book packet, or packet of patterns, or samples despatched from one office to the other, shall be plainly stamped in red ink with a stamp bearing the words "paid all" on the right hand upper corner of the address, and shall also bear the dated stamp of the office at which it was posted.

ARTICLE V.

Dead letters, newspapers, &c., which cannot be delivered from whatever cause, shall be mutually returned without charge monthly, or as frequently as the regulation of the respective offices will permit.

ARTICLE VI.

The two offices may by mutual consent make such detailed regulations as shall be found necessary to carry out the objects of this arrangement, such regulations to terminate at any time on a reasonable notice by either office.

ARTICLE VII.

This convention shall come into operation on the first day of November, 1868, and shall be terminable at any time on a notice by either office of six months.

Done in duplicate and signed in Washington on the 28th day of July, A. D. 1868, and in London on the 14th day of August, 1868.

[SEAL.]

ALEX. W. RANDALL,
Postmaster General.

WASHINGTON, July 28, 1868.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

ANDREW JOHNSON.

By the President:

WILLIAM H. SEWARD,
Secretary of State.

[SEAL.]

MONTROSE,
Postmaster General of the United Kingdom.

 CONVENTION

Between the General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland.

The General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland, being desirous of regulating, by means of a new convention, the communication by post between the two countries, the undersigned, duly authorized for that purpose by their respective governments, have agreed upon the following articles:

ARTICLE I.

There shall be an exchange of correspondence between the United Kingdom of Great Britain and Ireland and the United States of America, as well for letters, newspapers, book packets, and patterns or samples of

merchandise originating in the United Kingdom or in the United States, as for articles of the same nature originating in or destined for the countries or colonies the correspondence of which is forwarded through the United Kingdom or through the United States.

ARTICLE II.

Each office shall make its own arrangements for the despatch of mails to the other office by well-appointed ships, sailing on stated days, and shall, at its own cost, remunerate the owners of such ships for the conveyance of the mails.

ARTICLE III.

The postage on a single international letter shall be sixpence in the United Kingdom and shall be twelve cents in the United States, and the authorized weight of a single letter shall be half an ounce in the United Kingdom or fifteen grams (by the metrical scale) in the United States.

For other than single letters the same charge shall be made for every additional half ounce or fifteen grams or fraction thereof.

The question of the further reduction of the letter rates of postage shall be considered at the expiration of twelve months from the commencement of this convention.

ARTICLE IV.

Every international letter insufficiently paid, or wholly unpaid, received in the United States from the United Kingdom shall, in addition to the deficient postage, be subject to a fine of five cents, such fine to be retained by the United States Post Office; and every international letter insufficiently paid, or wholly unpaid, received in the United Kingdom from the United States shall, in addition to the deficient postage, be subject to a fine of twopence, to be retained by the British Post Office.

ARTICLE V.

International newspapers, book packets, (including printed papers of all kinds, maps, plans, prints, engravings, drawings, photographs, lithographs, sheets of music, &c.,) and patterns and samples of merchandise, (including seeds and grain,) shall be transmissible by either office under such regulations as the despatching office may from time to time lay down, and at the following charges, viz:

For every newspaper not exceeding four ounces in weight, one penny in the United Kingdom and two cents in the United States.

For book packets and patterns, when not exceeding an ounce in weight, one penny in the United Kingdom and two cents in the United States.

When exceeding one ounce and not exceeding two ounces in weight, twopence in the United Kingdom and four cents in the United States.

When exceeding two ounces and not exceeding four ounces in weight, threepence in the United Kingdom and six cents in the United States.

For packets exceeding four ounces in weight, an additional rate of threepence, or six cents, for every four ounces or fraction of four ounces.

These regulations, however, shall include the following:

1st. The postage shall be fully prepaid.

2d. No book packet may contain anything which is sealed or otherwise closed against inspection, nor must there be any letter, nor any communication of the nature of a letter, whether separate or otherwise, unless the whole of such letter or communication be printed. But entries, merely stating from whom or to whom the packet is sent shall not be regarded as a letter.

3d. No book packet must exceed two feet in length or one foot in width or depth.

4th. Neither office shall be bound to deliver printed papers the importation of which may be prohibited by the laws or regulations of the country to which they are transmitted.

5th. So long as any customs duty is chargeable in the United States on the importation from the United Kingdom of any of the articles enumerated above, such customs duty shall be leviable in the United States, and the proceeds shall accrue to the United States treasury.

6th. Except as above, no charge whatever shall be levied in the country in which international newspapers, book packets, and patterns or samples of merchandise are delivered.

ARTICLE VI.

The postage collected in the two countries on international letters, newspapers, book packets, and patterns or samples of merchandise, together with the fees for registration, (but exclusive of fines for unpaid or insufficiently paid letters,) shall be equally divided between the two offices, and in making said division the two offices shall account to each other for the following rates per ounce, or per pound, according to the weight in bulk of each class of international correspondence:

1. The British Post Office shall account to the United States Post Office for twenty cents an ounce on all paid international letters sent to the United States; for twenty cents an ounce on all unpaid international letters received from the United States; for seven and a quarter cents per pound on international newspapers sent to the United States, and for sixteen cents per pound on international book packets and patterns sent to the United States.

2. The United States Post Office shall account to the British Post Office for twenty cents an ounce on all paid international letters sent to the United Kingdom; for twenty cents an ounce on all unpaid international letters received from the United Kingdom; for eight and three-quarter cents per pound on international newspapers sent to the United Kingdom; for sixteen cents per pound on international book packets sent to the United Kingdom, and for nineteen cents per pound on patterns sent to the United Kingdom.

ARTICLE VII.

That portion of the postage of transit letters, transit newspapers, book packets, and patterns or samples of merchandise, which represents the charge for the sea conveyance between the United Kingdom and the United States, shall belong wholly to the despatching office.

For the purposes of this article, the charge for the sea conveyance of letters in closed mails across the Atlantic shall be computed at twenty cents per ounce, or per thirty grammes, and the charge for the sea conveyance across the Atlantic of newspapers, book packets, and patterns, or samples of merchandise, shall be computed at three pence per pound, or twelve cents per kilogram.

ARTICLE VIII.

The United States Post Office may deliver to the British Post Office letters or other postal packets, which have been registered, addressed to the United Kingdom. Reciprocally, the British Post Office may deliver to the United States Post Office registered letters or other postal packets, which have been registered, addressed to the United States.

The postage of registered letters, and so forth, shall always be paid in advance.

In addition to this postage there shall also be charged a registration fee, the amount of which shall be fixed by the despatching office.

ARTICLE IX.

The United States Post Office may further deliver to the British Post Office registered letters, and so forth, addressed to those countries or colonies to which registered letters can be sent from the United Kingdom.

The United States Post Office shall account to the British Post Office (in addition to the postage due to the British Post Office) for such sum as shall be chargeable to the inhabitants of the United Kingdom for the registration from the United Kingdom of every registered letter, and so forth, addressed to the countries or colonies above mentioned. On its side the British Post Office may deliver to the United States Post Office registered letters, and so forth, addressed to those countries to which registered letters can be sent from the United States.

The British Post Office shall account to the United States Post Office (in addition to the postage due to the United States Post Office) for such sum as shall be chargeable to the inhabitants of the United States for the registration from the United States of every registered letter, and so forth, addressed to the countries above mentioned.

ARTICLE X.

The British Post Office engages to grant the transit through the United Kingdom, as well as the conveyance by British mail packets, of the closed mails which the United States Post Office may exchange, in either direction, with the post offices of United States possessions or of foreign countries; and the United States Post Office engages to grant the transit through the United States, as well as the conveyance, by United States mail packets, of the closed mails which the British Post Office may exchange, in either direction, with the post offices of British possessions, or of foreign countries.

The country which sends or receives closed mails through the other shall render an account of the letters, newspapers, book packets, and patterns contained in such closed mails.

ARTICLE XI.

The rates of postage to be mutually paid for the territorial transit (including the passage of the English channel) of all letters sent from one country to the other for transmission to places beyond, in closed mails, shall be as follows: The British Post Office shall account to the Post Office of the United States for three and three-quarter cents an ounce for the conveyance of such letters through the United States; and the Post Office of the United States shall account to the British Post Office for 1 $\frac{1}{4}$ d. (one penny one farthing) per ounce for the conveyance of such letters through the United Kingdom.

The transit rates of postage to be mutually paid for newspapers, book packets, and patterns, or samples of merchandise sent in closed mails, shall be four pence per kilogram for transit through the United Kingdom, and six cents per pound for transit through the United States.

ARTICLE XII.

When in any British or United States port a closed mail is transferred from one ship to another, without any expense devolving on the office

of the country owning such port, such transfer shall not be deemed a territorial transit, and shall not give rise to any charge for territorial transit.

ARTICLE XIII.

The rates of postage to be paid by the British Post Office to the United States Post Office for the sea conveyance, other than across the Atlantic, of correspondence sent from the United Kingdom to the United States, in closed mails, for transmission to places beyond, or brought to the United States from places beyond, in closed mails for transmission to the United Kingdom, shall be the same that are paid by the inhabitants of the United States; reciprocally, the rates of postage to be paid by the United States Post Office to the British Post Office for the sea conveyance, other than across the Atlantic, of correspondence sent from the United States to the United Kingdom, in closed mails, for transmission to places beyond, or brought to the United Kingdom from places beyond, in closed mails, for transmission to the United States, shall be the same that are paid by the inhabitants of the United Kingdom.

ARTICLE XIV.

The combined territorial and sea rates upon transit correspondence sent in ordinary mails to be accounted for by one office to the other, shall be the same that are paid by the inhabitants of the country through which the correspondence is forwarded.

ARTICLE XV.

The British Post Office shall account to the United States Post Office for the sum of two cents upon every single paid letter sent through the United Kingdom in ordinary mails addressed to the United States, and the United States Post Office shall account to the British Post Office for the sum of one penny upon every single paid letter sent through the United States in ordinary mails addressed to the United Kingdom.

ARTICLE XVI.

There shall be an exchange of correspondence between the United States of America and the British Post Office agencies established in the Danish colony of St. Thomas, in Panama, in Colon, and in San Juan, (Porto Rico.) The postage to be accounted for on such correspondence shall be fixed from time to time by the mutual consent of the two offices.

ARTICLE XVII.

The British Post Office shall prepare, at the expiration of every quarter, separate accounts, exhibiting the results of the exchange of correspondence, whether in ordinary mails or in closed mails, between the respective offices.

Such accounts shall be founded upon the acknowledgments of receipt of the respective offices during the quarter.

The separate accounts shall be incorporated in general accounts, which shall be compared and settled by the two offices, and the balance shall forthwith be paid, in the money of the country to which the payment is to be made, by that office which is found to be indebted to the other.

In converting United States currency into sterling, or sterling into United States currency, four shillings and twopence shall be considered as the equivalent of a dollar.

ARTICLE XVIII.

Official communications addressed by the United States Post Office to the British Post Office, or by the British Post Office to the United States Post Office, shall not give rise to any account between the two post offices.

ARTICLE XIX.

The two offices shall, by mutual consent, make detailed regulations in accordance with the foregoing articles, such regulations to be terminable on a reasonable notice by either office.

ARTICLE XX.

The convention for regulating the communication by post between the two countries, signed in London on the 18th June, 1867, shall cease to have effect on and from the date on which the convention now to be concluded shall be put in operation.

ARTICLE XXI.

This convention shall come into operation on the 1st January, 1869.

ARTICLE XXII.

This convention shall be terminable at any time, on a notice by either office of one year.

Done in duplicate and signed in London the seventh day of November, and at Washington the twenty-fourth day of November, one thousand eight hundred and sixty-eight.

[SEAL.]

MONTROSE,
Postmaster General of the United Kingdom.

[SEAL.]

ALEX. W. RANDALL,
Postmaster General of the United States.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

ANDREW JOHNSON.

By the President:

WILLIAM H. SEWARD,
Secretary of State.

WASHINGTON, November 24, 1868.

DETAILED REGULATIONS

Arranged between the General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland, for the execution of the convention of the 24th day of November, A. D. 1868.

ARTICLE I.

Each office shall send mails by well-appointed steamships of approved speed, sailing on stated days, between Liverpool and New York or Boston, and New York, or Boston, and Liverpool, via Queenstown, and also between Southampton and New York, and New York and Southampton,

as often as such steamships shall be despatched; provided that the mails so sent shall not be delayed by such mode of despatch, and provided that the cost of transit can be arranged by each office in accordance with the rates which that office may think it right to pay for the conveyance of mail matter.

If it be shown by either office that the sending of any portion of the international letters to any designated port causes a delay to such letters, it is agreed that the other office shall cease to send such letters to said port, unless when letters are specially addressed to be so sent.

ARTICLE II.

Accommodation for the sortation of letters on board shall be provided by the despatching office when desired by the office to which the mails are sent; the two offices to determine by mutual consent whether sorting officers (if employed) shall belong to the British or to the United States Post Offices, or partly to the one and partly to the other; the salaries of the sorting officers to be paid by that office to which the officers shall belong.

ARTICLE III.

The following shall be the regulations for the exchange of mails between the British and the United States Post Offices:

1. The office of London shall exchange mails with the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco.
2. The office of Liverpool shall exchange mails with the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco.
3. The office of Southampton shall exchange mails with the offices of Boston, New York, Philadelphia, and San Francisco.
4. The office of Dublin shall exchange mails with the offices of Boston, New York, Philadelphia, Portland, Detroit, Chicago, and San Francisco.
5. The office of Cork shall exchange mails with the offices of New York and San Francisco.
6. The office of Londonderry shall exchange mails with the offices of Boston, New York, Philadelphia, Portland, Detroit, Chicago, and San Francisco.
7. The office of Glasgow shall exchange mails with the offices of Boston, New York, Philadelphia, Portland, Detroit, Chicago, and San Francisco.
8. The office of New York shall send mails to the British packet office at St. Thomas, (West Indies.)
9. The British packet office at Panama (United States of Colombia) shall exchange mails with the offices of New York and San Francisco.
10. The office of New York shall send mails to the British packet office at Colón.
11. The office of New York shall send mails to the British packet office at San Juan, (Porto Rico.)

ARTICLE IV.

The mails which are sent from the office of New York to the British packet office at St. Thomas shall comprise correspondence passing between the United States of America and the British and foreign West Indies.

Upon the correspondence despatched from New York to St. Thomas, addressed to any foreign port in the West Indies, the United States Post Office shall account to the British Post Office at the rate of fourpence per half ounce for letters and one penny each for newspapers.

The mails which are exchanged between the British packet office at Panama and the offices of New York and San Francisco, shall comprise correspondence passing between the states on the western coast of South America or the British colonies of Australia and New Zealand and the United States of America.

Upon the correspondence despatched from New York or San Francisco to Panama, addressed to any of those states or colonies, the United States Post Office shall account to the British Post Office as follows:

1. Upon correspondence addressed to the states on the western coast of South America:

1s. 0d. for each half-ounce letter.

2d. for each newspaper.

3d. per 4 oz. for book packets.

2. Upon correspondence addressed to the British colonies in Australia or to New Zealand:

6d. for each half-ounce letter.

2d. for each newspaper.

3d. per 4 oz. for book packets.

The same rates shall be accounted for by the United States Post Office upon unpaid letters and newspapers originating in the states on the western coast of South America, in Australia or New Zealand, despatched from Panama, addressed to the United States.

The mails which are exchanged between the British packet office at Colon and the office of New York shall comprise correspondence passing between the United States of Colombia and the United States of America.

Upon the correspondence despatched from New York to Colon, addressed to the United States of Colombia, the United States Post Office shall account to the British Post Office at the rate of fourpence per half-ounce letter and one penny each for newspapers.

The mails which are sent from the Post Office of New York to the British packet office at San Juan (Porto Rico) shall comprise correspondence passing between the United States of America and the island of Porto Rico.

Upon the correspondence despatched from New York addressed to Porto Rico the United States Post Office shall account to the British Post Office at the rate of fourpence per half-ounce for letters and one penny each for newspaper.

ARTICLE V.

Upon ordinary correspondence despatched from the United States in ordinary mails, by way of the United Kingdom, addressed to the countries and colonies enumerated in table A, annexed to the present regulations, the United States Post Office shall account to the British Post Office for the rates of postage set forth in that table.

ARTICLE VI.

Upon ordinary correspondence despatched from the United Kingdom in ordinary mails, by way of the United States, addressed to the countries and colonies enumerated in table B, annexed to the present regulations, the British Post Office shall account to the United States Post Office at the rates of postage set forth in that table.

ARTICLE VII.

The exchange of registered letters and other postal packets between the Post Offices of the United Kingdom and the Post Offices of the United States shall be regulated as follows:

The letters, &c., shall be entered, with all the necessary details, on special lists according to the form C annexed to the present regulations.

The registered letters, &c., and the nominal list shall be then tied together with a cross-string and placed in a canvas bag of an orange color, which shall be securely tied at the neck by a string, the ends of which shall be sealed with the seal of the despatching office.

The registered letters, thus made up, shall be placed in the mail of which they form part.

The number of registered letters entered on the special lists must be specified at full length, in words, in the place reserved for the purpose at the foot of the letter bill.

If it should happen that there are no registered letters to be forwarded, a blank list shall be sent enclosed as usual in the orange-colored canvas bag.

The special lists shall be retained by the office to which they are sent, which shall simply acknowledge the receipt, numerically, of the registered letters received by it, by the next list which it shall have to send to the corresponding office.

In case of any difference or error being discovered on the opening of the mails, the attention of the despatching office shall be called to the circumstance by the first post.

ARTICLE VIII.

The United States Post Office may deliver to the British Post Office registered letters, newspapers, book packets, and patterns or samples of merchandise addressed to the undermentioned countries or colonies, viz:

Cape of Good Hope, Ceylon, Constantinople, East Indies, Egypt, viz: Alexandria, Suez, and Cairo; Falkland Islands, Gambia, Gibraltar, Gold Coast, Hong-Kong, Java, Lagos, Labuan, Liberia, Malta, Mauritius, Natal, New South Wales, Queensland, St. Helena, Sierra Leone, South Australia, Tasmania, Victoria, Western Australia.

On its side, the British Post Office may deliver to the United States Post Office registered letters addressed to the undermentioned colonies: Canada, New Brunswick, Nova Scotia.

ARTICLE IX.

The following regulations shall be observed with respect to the registered letters referred to in the preceding article:

The United States Post Office shall account to the British Post Office for the sum of four pence, in addition to the postage due to the British Post Office, upon every registered letter, newspaper, book packet, and pattern or sample of merchandise originating in the United States and addressed to any of the countries or colonies enumerated in the preceding article.

On its side, the British Post Office shall account to the United States Post Office for the sum of eight cents, in addition to the postage due to the United States Post Office upon every registered letter originating in the United Kingdom and addressed to any of the colonies enumerated in the preceding article.

ARTICLE X.

Every mail passing between the offices of exchange of the respective post offices shall be accompanied by a letter-bill specifying the amount of postage due to each office on each class of correspondence.

The office to which the mail is addressed shall acknowledge its receipt by the next post.

The letter-bills from the offices of London, Liverpool, Southampton, Dublin, Cork, Londonderry, and Glasgow for the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco shall be in conformity with the Form D annexed to the present regulations.

The forms of letter-bills which the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco shall use in their communications with the foregoing British offices of exchange shall agree with the patterns above described.

The letter-bill from the offices of New York and San Francisco for the British packet office at Panama shall be in conformity with the Form F annexed to the present regulations.

The letter-bill from the office of New York for the British packet office at Colon shall be in conformity with the Form G annexed to the present regulations.

The letter-bill from the office of New York for the British packet office at St. Thomas shall be in conformity with the Form H annexed to the present regulations.

ARTICLE XI.

The respective offices of exchange shall mark with red ink, in ordinary figures, on the upper right-hand corner of the address of paid letters passing in transit, the amount due to the office to which the letters are transmitted; and, in like manner, shall mark with black ink, on unpaid letters passing in transit, the amount due to the despatching office.

ARTICLE XII.

The respective offices of exchange shall divide the correspondence which they shall mutually exchange into as many distinct packets as there are different articles in the letter-bills.

To each packet shall be attached a label showing the number of the article in the account, as well as the amount of postage to be brought to account in respect to the matter covered by the label.

The labels which the respective offices of exchange shall make use of, in virtue of the provisions of the previous article, shall be printed as follows:

1. On pink paper for paid international correspondence.
2. On yellow paper for paid transit correspondence.
3. On white paper for unpaid correspondence, whether international or transit.
4. And on blue paper for matter giving rise to no account.

ARTICLE XIII.

Dead letters, newspapers, &c., which cannot be delivered, from whatever cause, shall be mutually returned after the expiration of every month.

Such of those letters, &c., as shall have been charged in the account, shall be returned for the same amount of postage which was originally charged by the sending office, and shall be allowed in the discharge of the account of the office to which they were transmitted.

Dead letters, &c., which may have been received in closed mails, and which cannot be produced by the office which has to claim the amount, shall be admitted for the same weight and amount of postage which was originally charged upon such letters, &c., in the accounts of the respective offices, on a declaration or on lists vouching for the amount of postage demanded.

ARTICLE XIV.

Letters forwarded for the purpose of annoying or injuring the parties to whom they are addressed, (the postage of which both offices are authorized to return to the public, even after they have been opened,) may be included and admitted with the dead letters mutually returned.

ARTICLE XV.

Ordinary or registered letters, book packets, and patterns of merchandise misdirected or missent shall be reciprocally returned without delay through the respective offices of exchange, for the same weight and amount of postage at which they were charged by the despatching office to the other office.

The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded or returned, charged with the rate that would have been paid by the receivers.

ARTICLE XVI.

The detailed regulations agreed upon between the Post Offices of the United Kingdom and of the United States, in the convention signed at London, on the 18th June, 1867, shall cease to have effect on and from the day on which the present detailed regulations shall be put into operation.

Done in duplicate, and signed in London the 7th day of November, and in Washington the 24th day of November, one thousand eight hundred and sixty-eight.

JOHN TILLEY, [L. S.]
Sec. General Post Office, London.
JOSEPH H. BLACKFAN, [L. S.]
Sup't Foreign Mails, Washington.

A.—Table showing the rates of postage to be accounted for by the United States Post Office to the British Post Office upon letters, newspapers, book packets and patterns or samples of merchandise conveyed in transit through the United Kingdom in ordinary mails between the United States and the under-mentioned countries and colonies.

Countries and colonies.	Paid correspondence delivered by the U. S. Post Office to the British Post Office.			Unpaid correspondence delivered by the British Post Office to the U. S. Post Office.		
	Rate for a single letter.	Rate for each newspaper.	Rate for a book packet or packet of patterns not exceeding 4 ounces.	Rate for a single letter.	* Rate for each newspaper.	* Rate for a book packet or packet of patterns not exceeding 4 ounces.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Acra	12	2	6	20	2	6
Aden, via Southampton	18	b 4	8	26	b 4	8
Aden, via Marseilles	26	b 6	12	34	b 6	12
Africa, west coast of	12	2	6	20	2	6
Algeria	a 8	b 2	6	—	—	—
Ascension	24	2	6	32	2	6
Australia, via Southampton	12	4	8	20	4	8
Australia, via Marseilles	30	4	12	28	6	12
Austria	12	b 4	8	24	—	—
Azores	a 12	b 6	8	c 24	—	—
Baden	a 12	b 4	8	c 20	—	—
Bavaria	a 12	b 4	8	c 20	—	—
Belgium	6	b 2	6	14	—	—
Borneo, via Southampton	24	4	8	32	4	8
Borneo, via Marseilles	32	8	12	40	8	12
Bourbon	20	6	12	28	6	12
Brazil	24	2	6	32	2	6
Bremen	12	b 4	8	24	—	—
Brunswick	12	b 4	8	24	—	—
Buenos Ayres	24	b 2	6	32	b 2	6
Cape de Verdes	12	b 4	6	24	—	—
Cape of Good Hope	24	2	6	32	2	6
Canary Islands	a 12	b 4	8	c 20	—	—
Ceylon, via Southampton	18	4	8	26	4	8
Ceylon, via Marseilles	26	6	12	34	6	12
China, via Southampton	24	4	8	32	4	8
China, via Marseilles	32	6	12	40	6	12
Constantinople	a 12	b 4	8	c 26	b 4	8
Denmark	8	b 6	8	18	—	—
East Indies, via Southampton	18	b 4	8	26	b 4	8
East Indies, via Marseilles	26	b 6	12	34	b 6	12
Egypt, via Southampton	12	2	6	20	2	6
Egypt, via Marseilles	a 12	b 4	8	c 20	b 4	8
Falkland Islands	12	2	6	20	2	6
Fernando Po	12	2	6	20	2	6
France	a 8	b 2	6	—	—	—
Frankfort	12	b 4	8	24	—	—
Gambia	12	2	6	20	2	6
Gibraltar	12	2	6	20	2	6
Gold coast	12	2	6	20	2	6
Greece	a 16	b 2	6	c 24	—	—
Hamburgh	12	b 4	8	24	—	—
Hanover	12	b 4	8	24	—	—
Hesse	12	b 4	8	24	—	—
Hesse Homburg	12	b 4	8	24	—	—
Holland	6	2	8	14	—	—
Hong Kong, via Southampton	24	4	8	32	4	8
Hong Kong, via Marseilles	32	6	12	40	6	12
Ionian Islands	a 16	b 8	12	c 24	—	—
Italy (except papal States)	a 12	b 4	8	c 20	—	—
Japan, via Southampton	24	4	8	32	4	8
Japan, via Marseilles	32	6	12	40	6	12
Java, via Southampton	24	b 4	8	32	b 4	8
Java, via Marseilles	32	b 6	12	40	b 6	12
Labuan, via Southampton	24	4	8	32	4	8
Labuan, via Marseilles	32	6	12	40	6	12
Lagos	12	2	6	20	2	6
Lauenburg	12	b 4	8	24	—	—
Liberia	12	2	6	20	—	—
Lippe Detmold	12	b 4	8	24	—	—
Lubeck	12	b 4	8	24	—	—
Luxemburg	a 12	b 2	6	c 20	—	—

* In addition to these rates, the United States Post Office is to account to the British Post Office for every pound of newspapers, book packets, and patterns, according to the weight in bulk.

A.—Table showing the rates of postage to be accounted for, &c.—Continued.

Countries and colonies.	Paid correspondence delivered by the U. S. Post Office to the British Post Office.			Unpaid correspondence delivered by the British Post Office to the U. S. Post Office.		
	Rate for a single letter.	Rate for each newspaper.	Rate for a book packet or packet of patterns not exceeding 4 ounces.	Rate for a single letter.	Rate for each newspaper.	Rate for a book packet or packet of patterns not exceeding 4 ounces.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Madeira	12	b 4	6	34	—	—
Malta	12	2	6	30	2	6
Mauritius	20	6	12	28	6	12
Mecklenburg	12	b 4	8	24	—	—
Montevideo	24	b 2	6	32	b 2	6
Morocco	12	2	6	30	2	6
Nassau, duchy of	12	b 4	8	24	—	—
Natal	24	2	6	32	2	6
New South Wales, via Southampton	12	4	8	30	4	8
New South Wales, via Marseilles	20	6	12	28	6	12
New Zealand, via Southampton	12	4	8	30	4	8
New Zealand, via Marseilles	20	6	12	28	6	12
Norway	16	b 10	12	28	—	—
Oldenburg	12	b 4	8	24	—	—
Papal States	a 12	b 2	6	c 30	—	—
Penang, via Southampton	24	b 4	8	32	b 4	8
Penang, via Marseilles	32	b 6	12	40	b 6	12
Philippine Islands, via Southampton	24	4	8	32	4	8
Philippine Islands, via Marseilles	32	6	12	40	6	12
Portugal	a 12	b 6	8	c 24	—	—
Prussia	12	b 4	8	24	—	—
Reuss	12	b 4	8	24	—	—
Russia and Poland	16	b 8	12	32	—	—
St. Helena	24	2	6	32	2	6
Saxe Altenburg, Saxe Coburg Gotha, Saxe Meiningen, Saxe Weimar, Saxony, Schaumburg Lippe, Schwartzburg Rudolstadt, Schwartzburg Sonderhausen	12	b 4	8	24	—	—
Singapore, via Southampton	24	b 4	8	32	b 4	8
Singapore, via Marseilles	32	b 6	12	40	b 6	12
Sierra Leone	12	2	6	30	2	6
Spain	a 12	b 4	8	c 24	—	—
Sweden	a 12	b 8	10	24	—	—
Switzerland	a 10	b 4	8	c 20	—	—
Tasmania, via Southampton	12	4	8	30	4	8
Tasmania, via Marseilles	20	6	12	28	6	12
Turkey, Moldavia, &c., viz:						
Adrianople, Antivari, Bourgas, Calfe, Candia, Canea, Cavalla, Chio, Durazzo, Janina, Kustendjie, Larnaca, Philippopol, Prevesa, Retimo, Rutschuk, St. Sophia, Scutari, Sere, Tchernavoda, Tchesme, Tenedos, Valona	16	b 6	12	30	—	—
Bakau, Birlad, Botuschany, Bucharest, Fookschan, Jassy, Piatra, Plojeshte, Roman	14	b 6	12	26	—	—
Aleppo, Alexandretta, Beyrout, Dardanelles, Galatz, Gallipoli, Giurgevo, Ibralla, Ineboli, Jaffa, Jerusalem, Latakia, Messina, Metellin, Rhodes, Salonica, Samsoun, Sinope, Smyrna, Sullina, Trebizond, Tripoli, (Syria,) Tunis, Tultscha, Varna, Volo	a 12	b 4	8	c 26	—	—
Benha, Birket-el-Sab, Damanour, Kafrnajat, Tanta	22	b 6	—	34	—	—
Miholla, Samanud, Zagazik, Zifta	24	b 6	—	36	—	—
Damietta, Mansoura	26	b 6	—	40	—	—
Porto Said	32	b 6	—	44	—	—
Victoria, via Southampton	12	4	8	30	4	8
Victoria, via Marseilles	20	6	12	28	6	12
Wurtemberg	a 12	b 4	8	c 20	—	—

* In addition to these rates, the United States Post Office is to account to the British Office for three pence for every pound of newspapers, book packets, and patterns, according to the weight in bulk.

NOTE.—The rates of postage having the letter *a* prefixed increase by an additional rate for every 7½ grams or fraction thereof. Those marked *c* increase according to two different principles, 8 cents being reckoned for each rate of 15 grams, and the remainder for each rate of 7½ grams. Upon letters for all other places an additional rate is to be reckoned for every 15 grams or fraction of 15 grams. Where the letter *b* is prefixed an additional rate is to be accounted for for each four ounces or fraction of four ounces, if a single newspaper exceed four ounces in weight. In all other cases the postage is for each newspaper without regard to its weight. The rates set down for book packets or patterns are to be accounted for for each four ounces or fraction thereof. The book and pattern post to Egypt, via Southampton and via Marseilles, extends only to Alexandria, Cairo, and Suez.

B.—Table showing the rates of postage to be accounted for by the British Post Office to the United States Post Office upon letters, newspapers, book packets, and patterns or samples of merchandise conveyed in transit through the United States in ordinary mails between the United Kingdom and the undermentioned countries and colonies.

	Rate for a single letter.	Rate for each newspaper.	Rate per pound for book packets or packets of patterns.
	Cents.	Cents.	Cents.
Acapulco.....	10	2	20
Aspinwall.....			
Belize, (British Honduras).....			
Brazil.....			
British North American provinces and possessions.....			
Central America, Pacific slope, via Panama.....			
China.....			
Costa Rica.....			
Cuba.....			
Guatemala.....			
Japan.....			
Mexico, direct from New York.....			
Nicaragua, Pacific slope, via Panama.....			
Panama.....			
Sandwich Islands.....			
St. Thomas, by Brazilian line of United States packets from New York.....			
Venezuela, by American and Venezuela packet.....			
West Indies, (British).....			

Date stamp.

C.

REGISTERED LETTER LIST FOR THE UNITED STATES.

Addresses of registered letters forwarded from the post office _____ to the
post office _____ in the mail of the _____ day of _____, 186-, by the
ship _____.

No.	Origin.	To whom addressed.	Destination.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			

*Credit to the United States (included in the entries on the Letter Bill) on
account of the letters sent herewith.*

Article in Letter Bill.	Art. 6.		Art. 7.		Art. 8.		Art. 9.		Art. 10.		Art. 11.		Art. 12.		Art. 13.	
	Lbs.	Ozs.	Dolls	Cts.	Dolls	Cts.	Lbs.	Ozs.	Lbs.	Ozs.	Dolls	Cts.	Dolls	Cts.	Dolls	Cts.
Statement by British Office.																
Statement by United States Office.																

(Signature of Receiving Officer.)

(Signature of Dispatching Officer.)

ACKNOWLEDGMENT OF THE RECEIPT OF REGISTERED LETTERS FROM
THE UNITED STATES.

The* _____ registered letters despatched from the post office _____ to the post office
_____ by the mail of the _____ and† _____ despatched by the mail of the _____ have
been duly received.

(Signed) _____,
Post office _____, _____ day of _____, 186-.

* Here state in writing the number of letters.

† This space must be used when two mails have been received since the last mail was despatched.

D.

Letter-bill for the correspondence between the United Kingdom and the United States Mail from _____ to _____, by the ship _____.

POST OFFICE, _____, ____ day of _____, 186-.

The following articles are sent herewith, the receipt of which it is requested may be acknowledged:

TABLE I.—UNPAID CORRESPONDENCE TO THE CREDIT OF THE BRITISH OFFICE.

Nos.		Statement by the British Office.		Statement by the U. S. Office.	
		Dolla.	Grams.	Dolla.	Grams.
1	Unpaid and insufficiently paid international letters, at 20 cents per 30 grams.....				
2	Unpaid letters for countries in transit through the United States, at 10 cents per 15 grams each letter.....				
3	Unpaid letters from countries in transit through the United Kingdom.....				
4	Unpaid newspapers, book packets, and patterns of merchandise from countries in transit through the United Kingdom. { Charge from place of origin to United Kingdom. { Sea rate from United Kingdom to United States, at 1½ cents per kilogram.....				
5	Misssent, redirected, and returned letters received from the United States.....				

D.—*Letter-bill for the correspondence between the United Kingdom, &c.*—Continued.

TABLE II.—PAID CORRESPONDENCE TO THE CREDIT OF THE UNITED STATES OFFICE.

No.		Statement by the British Office.		Statement by the U. S. Office.	
		<i>Lbs.</i>	<i>Ozs.</i>	<i>Lbs.</i>	<i>Ozs.</i>
6	Paid international letters, at 20 cents per ounce.....				
7	Paid letters for the United States from countries in transit through the United Kingdom, at 2 cents per half ounce each.....				
8	Paid letters for countries in transit through the United States.....	<i>Dolla.</i>	<i>Cts.</i>	<i>Dolla.</i>	<i>Cts.</i>
9	Paid newspapers for the United States, at 7½ cents per pound				
10	Paid book packets and patterns of merchandise for the United States, at 16 cents per pound	<i>Lbs.</i>	<i>Ozs.</i>	<i>Lbs.</i>	<i>Ozs.</i>
11	Paid newspapers for countries in transit through the United States.....	<i>Dolla.</i>	<i>Cts.</i>	<i>Dolla.</i>	<i>Cts.</i>
12	Paid book packets and patterns of merchandise for countries in transit through the United States				
13	Fees on registered letters, &c., the postage being included in the foregoing articles.....				
14	Sum represented by the postage stamps affixed to insufficiently prepaid letters brought to account under article 1.				

—— registered letters are sent in this mail, the addresses of which are entered on a separate bill.

TABLE III.—CORRESPONDENCE WHICH FORMS NO ACCOUNT BETWEEN THE TWO OFFICES.

No.		Number.	
			<i>Number.</i>
15	Letters from countries in transit through the United Kingdom the United States postage upon which has not been paid.....		

TABLE IV.—CLOSED MAILS FOR THE UNITED STATES AND COUNTRIES IN TRANSIT THROUGH THE UNITED STATES.

Origin.	Destination.	No. of mails.	Weight of letters.	Weight of printed papers.	No. of mails.	Weight of letters.	Weight of printed papers.
			Ounces.	Ounces.		Ounces.	Ounces.
France, Paris	United States.		"	"			
Havre	"		"	"			
travelling office }	"		"	"			
Paris to Calais. }	"		"	"			
travelling office }	"		"	"			
Lille to Calais. }	"		"	"			
Belgium, Ostend	"		"	"			
Antwerp	"		"	"			
travelling office }	"		"	"			
Ostend	"		"	"			
Prussia, Aix-la-Chapelle	"		"	"			
Italy, travelling office.. }	"		"	"			
Turin to Susa ...	"		"	"			
London	Havana.					"	"
"	Mexico.					"	"
"	Honolulu.					"	"
"	Canada.					"	"
"	Nova Scotia.					"	"
"	New Brunswick.					"	"
"	Prince Edward Island.					"	"
"	Belize.					"	"
"	British Columbia.					"	"
"	Vancouver's Island.					"	"
"	Panama.					"	"
"	Colon.					"	"

E.—Letter-bill from Bermuda to——.

POST OFFICE, BERMUDA,

the — of —.

Mail forwarded this day by the — packet *via* Halifax.

	Statement of Despatching Office.			Verification of Receiving Offices.
	Number of letters.	Amount of postage.			Number of letters.
<i>British sea postage on paid letters sent to ———.</i>				
Not exceeding $\frac{1}{2}$ ounce				
Above $\frac{1}{2}$ ounce, and not exceeding 1 ounce.....				
Various weights above 1 oz.				
Total				

(Signature of Despatching Officer.)

(Signature of Receiving Officer.)

NOTE.—This letter-bill, on arrival at —, to be forwarded to the General Post Office, London.

F.—Letter bill for the correspondence between the United States and the western coast of South America, Australia, or New Zealand.

Mail from _____ to Panama by the _____.

POST OFFICE, _____, _____, 186-.

The following articles are sent herewith, the receipt of which it is requested may be acknowledged:

Number.	Description of correspondence.	Statement by the U. S. Office.		Verification by the British Office.	
		Dollars.	Cents.	Dollars.	Cents.
	<p>§1. <i>Correspondence for the western coast of South America.</i></p> <p>Paid letters at 1s. per $\frac{1}{4}$ ounce</p> <p>Paid newspapers at 2d. each</p> <p>Paid book packets</p> <p>§2. <i>Correspondence for Australia or New Zealand.</i></p> <p>Paid letters at 6d. per $\frac{1}{4}$ ounce</p> <p>Paid newspapers at 2d. each</p> <p>Paid book packets</p>				

_____,
Postmaster of _____.

G.—Letter-bill.

Mail from _____ to Colon by the _____.

POST OFFICE, _____, _____, 186-.

The following articles are sent herewith, the receipt of which it is requested may be acknowledged:

Number.	Paid letters, &c., to be placed to the credit of the British Office.	Statement by the U. S. Office.		Verification by the British Office.	
		Dollars.	Cents.	Dollars.	Cents.
	<p>Paid letters from the United States for foreign ports.</p> <p>Paid newspapers from the United States for foreign ports.</p> <p>Total</p>				

_____,
Postmaster of _____.

H.—Letter-bill for the correspondence between the United States and the West Indies, &c.

Mail from _____ to St. Thomas, by the _____.

POST OFFICE, _____, 186—.

The following articles are sent herewith, the receipt of which it is requested may be acknowledged:

Number.	§ I. Paid letters, &c., to be placed to the credit of the British Office.	Statement by the U. S. Office.		Verification by the British Office.	
		Dollars.	Cents.	Dollars.	Cents.
	Paid letters from the United States for foreign ports				
	Paid newspapers from the United States for foreign ports				
	Total				
	§ II. Letters, newspapers, &c., which form no charge between the two offices.				No.
	Unpaid letters from the United States for British colonies, &c.				
	Newspapers from the United States for British colonies &c.				

Postmaster of _____.

Table showing the number and aggregate pay of letter-carriers at the offices named in comparison with the postages on local matter at each office.

Offices.	No. carriers.	Amount paid carriers, including incidental expenses.	Postage on local matter.
New York	308	\$218,351 17	\$244,608 26
Philadelphia	164	132,367 28	70,735 22
Chicago	76	60,642 07	20,858 40
St. Louis	45	40,711 57	10,388 50
Boston	57	50,876 94	34,961 30
Baltimore	53	47,972 34	7,997 09
Cincinnati	42	39,288 33	11,561 07
Brooklyn	36	24,679 86	6,702 15
Cleveland	23	21,743 80	3,810 89
Buffalo	27	22,638 01	4,725 67
Detroit	20	17,246 09	3,819 32
Milwaukee	18	16,919 88	2,352 84
Washington, D. C.	30	25,690 04	4,139 33
Albany	21	19,301 24	2,994 05
Louisville	19	16,866 28	3,377 74
Syracuse	13	11,460 16	1,970 38
Pittsburg	16	14,243 70	3,903 56
Rochester	17	14,168 63	2,052 02
Newark	21	20,009 63	2,883 52
Williamsburg	12	9,518 24	1,055 36
Troy	11	10,449 57	2,670 02
Utica	12	11,121 41	1,289 04
Memphis	12	11,257 54	1,496 88
Toledo	9	8,377 66	1,009 79
Providence	11	10,428 00	4,816 42
Hartford	7	6,833 09	2,020 39
Wilmington, Del.	5	4,571 60	839 47
Jersey City	5	4,978 90	529 79
New Haven	7	6,862 41	2,507 13
Portland	8	7,205 14	1,469 64

REPORT OF THE POSTMASTER GENERAL.

Table showing the number and aggregate pay of letter-carriers, &c.—Continued.

Offices.	No. car-riers.	Amount paid car-riers, including incidental ex-penses.	Postage on local matter.
Charlestown.....	5	\$3,178 66	\$988 82
Worcester.....	6	5,903 58	1,808 38
Allegheny.....	6	4,228 98	1,252 44
Lowell.....	6	5,567 70	700 62
Erie.....	7	6,071 55	975 67
Manchester.....	5	4,393 12	375 07
Lynn.....	4	3,670 35	334 22
Reading.....	6	4,511 39	734 62
Roxbury.....	4	5,549 34	685 38
Cambridge.....	4	3,701 77	485 02
Lancaster.....	6	2,880 31	427 28
Lawrence.....	6	*3,544 05	372 59
Harrisburg.....	4	3,177 34	253 18
New Bedford.....	5	4,790 11	656 11
Cambridgeport.....	3	2,926 07	215 46
Trenton.....	3	2,788 12	590 21
Nashville.....	7	6,633 01	1,123 71
Salem.....	6	*3,638 56	398 33
Total.....	1,198	995,934 59	475,982 36

* Three quarters.

Statement showing the operations of the free delivery system at the following offices, for the year ended June 30, 1868.

Offices.	Total mail letters delivered.	Total local letters delivered.	Total newspapers delivered.	Total letters col-lected.	Amount paid car-riers including incidental ex-penses.	Average cost per letter.	Average number letters per carrier.
New York.....	13,030,735	5,983,494	2,263,717	24,618,218	\$218,351 17	Cts. 4 9-10	143,774
Philadelphia.....	7,398,634	3,137,186	2,341,422	8,692,599	132,367 28	0 6 4-5	117,185
Chicago.....	5,731,250	797,709	1,191,404	4,765,050	60,642 07	0 5 2-5	147,624
St. Louis.....	4,058,407	437,116	1,368,663	2,495,944	40,711 57	0 5 4-5	155,366
Boston.....	3,335,254	939,575	564,493	4,248,738	50,876 94	0 5 4-5	153,045
Baltimore.....	2,368,259	271,887	616,279	1,484,542	47,972 34	1 1 3-5	77,824
Cincinnati.....	2,106,512	316,526	343,811	1,491,018	39,288 33	1 0 3-10	93,229
Brooklyn.....	1,953,949	264,764	451,188	715,093	34,679 86	1 1 9-10	81,494
Cleveland.....	1,616,616	115,711	553,437	1,166,619	21,743 80	0 7	127,345
Buffalo.....	1,144,301	126,523	417,382	914,968	22,638 01	1 0	80,955
Detroit.....	1,332,208	148,805	346,976	886,793	17,246 09	0 7 2-5	115,353
Milwaukee.....	1,039,628	73,765	296,325	826,249	16,919 88	0 8	109,536
Washington, D. C.....	1,325,406	136,890	417,853	874,104	25,690 04	1 0	81,213
Albany.....	1,401,080	107,875	251,947	653,728	19,301 24	0 8 4-5	103,080
Louisville.....	1,306,185	118,016	351,424	834,745	16,966 28	0 7 2-5	118,892
Syracuse.....	1,076,791	93,019	313,206	432,346	11,460 16	0 5 4	146,319

NOTE.—This statement is based on the letter delivery, (letters delivered and collected,) computed from the amounts set opposite each office, which, it should be observed, include incidental expenses. No account is taken of the delivery or collection of papers, or other printed matter in this table.

Total operations of the appointment office for the year ended June 30, 1868.

States and Territories.	Post office.				Postmasters.			Total number of cases.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned.	Removed.	Deceased.	
Alabama.....	171	70	.....	.....	76	41	6	364
Alaska.....	1	.....	.....	.....	.....	.....	.....	1
Arizona.....	1	1	.....	.....	3	4	.....	9
Arkansas.....	135	24	3	2	72	27	4	265
California.....	36	25	10	6	76	36	2	183
Colorado.....	13	11	.....	.....	22	6	.....	52
Connecticut.....	4	3	6	4	26	47	7	93
Dakota.....	9	4	.....	.....	6	2	.....	21
Delaware.....	11	2	.....	.....	5	2	1	21
District of Columbia.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	27	4	.....	.....	17	13	.....	61
Georgia.....	82	26	3	2	68	33	7	219
Idaho.....	3	3	4	2	12	5	.....	27
Illinois.....	70	47	15	6	247	41	12	432
Indiana.....	53	33	13	4	263	65	18	445
Indian Territory.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa.....	79	32	21	9	211	34	7	384
Kansas.....	48	20	16	11	76	25	5	193
Kentucky.....	80	33	16	11	146	25	8	308
Louisiana.....	44	19	.....	.....	39	22	9	133
Maine.....	20	10	10	3	110	13	9	172
Maryland.....	25	3	4	4	65	5	4	106
Massachusetts.....	8	3	4	.....	58	8	5	86
Michigan.....	34	18	6	2	78	27	5	168
Minnesota.....	77	15	7	4	94	26	4	223
Mississippi.....	49	9	1	.....	41	13	4	117
Missouri.....	146	59	24	15	201	64	13	507
Montana.....	15	2	.....	.....	9	1	.....	27
Nebraska.....	39	6	9	7	39	4	.....	97
Nevada.....	8	16	.....	.....	5	3	.....	32
New Hampshire.....	4	8	2	2	32	20	6	78
New Jersey.....	31	6	8	3	53	12	5	115
New Mexico.....	16	7	.....	.....	4	5	.....	32
New York.....	50	23	21	7	280	79	26	479
North Carolina.....	98	30	1	1	130	62	9	330
Ohio.....	59	28	9	5	321	83	25	525
Oregon.....	15	6	2	2	19	4	1	47
Pennsylvania.....	86	40	34	25	327	97	18	598
Rhode Island.....	3	.....	2	1	6	.....	4	14
South Carolina.....	80	20	3	2	44	21	3	171
Tennessee.....	106	50	10	4	144	24	4	338
Texas.....	85	43	7	2	114	36	17	302
Utah.....	19	14	4	3	11	2	2	52
Vermont.....	7	2	3	2	54	6	6	78
Virginia.....	105	26	4	3	152	49	5	341
Washington.....	8	5	.....	.....	12	5	.....	30
West Virginia.....	70	20	6	3	105	59	5	265
Wisconsin.....	37	23	17	10	146	38	1	262
Wyoming.....	1	.....	.....	.....	.....	.....	.....	1
Total.....	2,167	849	305	167	4,021	1,194	267	8,803

Table showing the increase and decrease of post offices in the several States and Territories; also the number of post offices at which appointments are made by the President and by the Postmaster General.

States and Territories.	Whole number of post offices June 30, 1867.	Increase.	Decrease.	By the President of the United States, June 30, 1867.	Increase.	Decrease.	By the President of the United States, June 30, 1868.	Total by the Postmaster General, June 30, 1868.	Whole number of offices in the United States June 30, 1868.
Alabama.....	374	101	.....	8	.....	.....	8	467	475
Alaska.....	1	1	.....	.....	.....	.....	.....	1	1
Arizona.....	15	.....	.....	.....	.....	.....	.....	15	15
Arkansas.....	240	111	.....	3	.....	.....	3	348	351
California.....	433	11	.....	18	.....	.....	18	426	444
Colorado.....	73	2	.....	3	.....	.....	3	72	75
Connecticut.....	392	1	.....	25	.....	.....	25	368	383
Dakota.....	26	5	.....	1	.....	.....	1	30	31
Delaware.....	77	9	.....	1	.....	.....	1	85	86
District of Columbia.....	5	.....	.....	.....	.....	.....	.....	3	5
Florida.....	85	23	.....	4	.....	.....	4	104	108
Georgia.....	394	56	.....	12	.....	.....	12	438	450
Idaho.....	31	.....	.....	1	1	.....	2	29	31
Illinois.....	1,524	23	.....	73	2	.....	75	1,472	1,547
Indiana.....	1,250	20	.....	41	.....	1	40	1,230	1,270
Indian Territory.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa.....	1,007	47	.....	31	.....	.....	31	1,023	1,054
Kansas.....	301	28	.....	7	.....	1	6	323	329
Kentucky.....	825	47	.....	15	3	.....	18	854	879
Louisiana.....	178	25	.....	3	.....	.....	3	200	203
Maine.....	790	10	.....	22	.....	.....	22	778	800
Maryland.....	453	22	.....	8	1	.....	9	466	475
Massachusetts.....	665	5	.....	64	.....	.....	64	606	670
Michigan.....	886	16	.....	40	.....	.....	40	862	902
Minnesota.....	512	62	.....	7	3	.....	10	564	574
Mississippi.....	300	40	.....	9	.....	.....	9	331	340
Missouri.....	975	87	.....	19	1	.....	20	1,042	1,068
Montana.....	23	13	.....	2	.....	.....	2	34	36
Nebraska.....	125	33	.....	2	.....	.....	2	156	158
Nevada.....	51	.....	8	4	.....	.....	4	39	43
New Hampshire.....	398	.....	4	12	.....	.....	12	382	394
New Jersey.....	478	25	.....	24	.....	.....	24	479	503
New Mexico.....	34	9	.....	1	.....	.....	1	42	43
New York.....	2,569	27	.....	115	.....	.....	115	2,481	2,596
North Carolina.....	623	68	.....	7	.....	.....	7	684	691
Ohio.....	1,942	31	.....	70	2	.....	72	1,901	1,973
Oregon.....	120	9	.....	3	.....	.....	3	126	129
Pennsylvania.....	2,593	46	.....	85	.....	.....	85	2,554	2,639
Rhode Island.....	96	2	.....	8	.....	.....	8	90	98
South Carolina.....	225	60	.....	5	.....	.....	5	280	285
Tennessee.....	653	56	.....	7	1	.....	8	701	709
Texas.....	452	42	.....	10	.....	.....	10	484	494
Utah.....	92	5	.....	1	.....	.....	1	96	97
Vermont.....	442	5	.....	14	.....	.....	14	433	447
Virginia.....	820	79	.....	15	.....	.....	15	944	959
Washington.....	63	3	.....	.....	.....	.....	.....	68	66
West Virginia.....	516	50	.....	5	.....	.....	5	561	566
Wisconsin.....	977	14	.....	30	.....	.....	30	961	991
Wyoming.....	.....	1	.....	.....	.....	.....	.....	1	1
Total.....	25,163	1,330	12	837	14	2	849	25,632	26,481

Table showing the number of offices established and re-established in the southern States from April 1, 1865, to September 30, 1868, giving the number in each year and the aggregate.

States.	From April 1, 1865, to June 30, 1866.			From July 1, 1866, to June 30, 1867.			From July 1, 1867, to June 30, 1868.			From July 1, 1868, to September 30, 1868.			Total re-established.	Grand total.
	Established.	Re-established.	Total.	Established.	Re-established.	Total.	Established.	Re-established.	Total.	Established.	Re-established.	Total.		
Alabama	6	184	190	8	128	136	17	153	169	5	12	17	476	512
Arkansas .....	.....	94	94	18	134	150	31	101	132	10	16	26	345	402
Florida	3	51	54	6	37	43	6	90	98	1	2	3	110	126
Georgia	5	294	299	9	86	95	14	68	82	3	8	11	31	456
Louisiana	4	105	109	14	71	85	9	35	44	2	4	6	29	487
Mississippi	1	173	174	8	139	137	11	36	49	3	16	19	23	215
Mississippi	6	453	459	11	121	132	14	84	96	3	18	21	34	356
North Carolina	2	140	142	4	95	99	6	73	79	.....	5	5	12	379
South Carolina	45	389	444	37	169	206	47	60	107	7	12	19	313	750
Tennessee	4	232	236	24	142	166	37	46	85	7	18	25	640	876
Texas	19	680	699	18	170	188	38	67	105	4	9	13	451	776
Virginia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	933	1,012
Totals	95	2,965	3,060	155	1,282	1,437	230	746	976	45	118	163	5,011	5,536

OFFICE OF THE AUDITOR OF THE TREASURY,
FOR THE POST OFFICE DEPARTMENT,
Washington, October 25, 1868.

SIR: I have the honor to make a final report of my action, under your direction, in the case of *The United States vs. Boyd et al.*, in the high court of chancery held at Toronto, Canada.

The facts in the case are, briefly, these: In July, 1864, the steamer *Electric Spark*, conveying the United States mails from New York to New Orleans, was captured by the armed steamer *Florida*, a war vessel commissioned by the so-called Confederate States of America. This steamer was built in Liverpool, England, for the confederate government, by Messrs. Miller & Sons, and sailed, under the name of the *Oreto*, under British colors, for Nassau, where her name and flag were changed and she was taken command of by one Maffit, formerly a lieutenant in the United States navy. She sailed under confederate colors for Mobile in August, 1862, and left Mobile bay on her piratical excursion in October of the same year. She was purely and simply a pirate, as is shown by the sworn depositions of two of her officers, who were examined in this case in New York, and who testified that no official or authorized division of booty was ever made during the entire cruise, but that officers and crew took from the captured vessels such articles as suited their fancy, and kept them. Under this neat and novel system of distribution Richard Taylor, who was then acting as purser or paymaster of the *Florida*, and who is now president of a national bank in Virginia, appropriated to his own use two or three packages of United States postage stamps, in value about \$10,500, which had been sent to fill orders of the postmasters at New Orleans and two other towns in Louisiana. After the overthrow of the rebellion, in September, 1865, he sold these postage stamps, representing them to be redeemable like any United States currency, to Alfred Woods, a curbstone stock broker of Liverpool, for £1,180 sterling in promissory notes, upon which he, Taylor, realized the money and put it in his pocket. One of these notes, for £400, is paid; the other, for £780, is held, or was held last summer, by some money lender in Glasgow, as collateral security. Woods sent these stamps to Messrs. Boyd & Arthurs, commission merchants at Toronto, Canada, who telegraphed to bankers in New York to know if and upon what terms they could be sold in New York. The latter applied for information to B. K. Sharretts, special agent of the Post Office Department at New York, who took the first train for Toronto, where he obtained from the high court of chancery an *ex parte* injunction restraining the sale of the stamps and placing them in the hands of the sheriff. This was in December, 1865; and in August last a decree was rendered awarding costs to the United States and ordering a return of the stamps. The package of stamps arrived at your department a few days ago. Some delay will be experienced in the collection of the taxable costs, but it is believed that they will be collected eventually. The master has not yet settled the taxation, but it is likely that the costs will amount to between \$2,000 and \$2,500 in gold. The bills for expenditures are not all in yet, but they will fall below the value of the stamps, and will be materially reduced when the taxable costs shall be collected.

After the bill in chancery was filed, the case was referred to Hon. Caleb Cushing, under his general retainer as consulting counsel in suits in foreign countries where the United States is a party in interest, and he made a report summing up the facts and the law in the case, and expressed the opinion that a bill in chancery such as that filed in the Canadian court ought to be successful. After this there were repeated and urgent demands

from our solicitors at Toronto that steps should be taken to prepare the testimony in the case, and some investigations were made by the Solicitor of the Treasury and by special agents of the Post Office Department, but there was, in fact, no law officer of the government within the scope of whose regular duties the care of this case would properly come; but a nonsuit was imminent, and you therefore employed Hon. Caleb Cushing as counsel, under whose instructions I was requested by you, with the consent of the Auditor of the Treasury for the Post Office Department, which was readily granted, to prepare the testimony. In March, 1867, I went to Toronto and had a long consultation with the solicitor for the United States, Mr. George Morphy. Long and elaborate interrogatories were prepared, and the evidence was thoroughly studied and canvassed. The time for the examination was fixed for May 6, 1867, at New York, at which time I had collected together the necessary witnesses from Florida, Baltimore, Norfolk, and New York. The examination occupied about ten days, and twelve depositions were taken. The ordering, furnishing, and shipping of the stamps were proved, and the capture of the same and their transfer to the deck of the Florida. I then proceeded to Washington, and here three witnesses were examined—among them Hon. F. E. Spinner and Hon. A. N. Zevely—as to the real character and proper uses of postage stamps, it having been set up by the defence that they did not differ, in law and in fact, from United States fractional currency. In July, 1867, I proceeded to Liverpool, England, where I acted as counsel for the United States, (the examinations in this country were conducted chiefly by Mr. Morphy,) and cross-examined the defendant Woods on his answer, and took, besides, six depositions. In this testimony the bad faith of the whole transaction of the sale was made clearly to appear, and the last pretence of the defendants was utterly destroyed. In fact, the opinion of the court turns chiefly, if not exclusively, upon the Liverpool evidence, which, fortunately, was so completely impervious to doubt or objection as to render the case for the complainant perfect and without flaw.

It has been a source of unalloyed gratification to the professional gentlemen engaged in this case on the part of the United States that their efforts have been crowned so completely and unequivocally with success, a result which, I beg to say, not one of them ever for a moment doubted would be accomplished.

In view of the novelty and importance of this case, and its historical character, I take the liberty to state, as succinctly as possible, the points involved and actually argued, and to enclose the opinion of the court, which was delivered by the vice-chancellor. This is the first case involving questions of international importance growing out of the late rebellion which has been decided by a foreign court upon full proofs taken and issue joined, after full arguments on both sides. I therefore expected and hoped that the opinion of the court would consider some of the new and interesting questions raised by the counsel for the United States. It seems, however, that the great care taken to perfect the evidence in the case, although it secured our success, deprived us of the pleasure of hearing the opinion of a very able and distinguished court on subjects of such great present interest. The vice-chancellor, you will perceive, passes over the questions of greatest magnitude which were argued by the complainants, and addresses himself solely to the defence set up, which he demolishes very neatly and thoroughly. The very fact, however, that this flimsy pretence of good faith is the only defence that could be set up, and was the only part of the case that the court thought worth noticing, is sufficiently suggestive of itself. The silence of the court may

perhaps be construed to admit the postulates of the United States, for surely they are not denied, and are radically essential to the decision rendered.

The United States claimed: 1st. That the capture of these stamps by a vessel having in law no national status, not recognized by any nation of the earth as bearing a national flag, not permitted access to any prize courts, nor to any port, except as a matter of common charity, whose legal character was that of a pirate, and whose practices were proved by the evidence to be in point of fact of a purely piratical character, was an act of piracy, and therefore a felony; and that the common law principle that "the taint of felony follows the goods," and no title can be given except by the *bona fide* actual owner, was applicable to this case. This point was not considered by the court.

2d. That there was no condemnation by a prize court, through which alone title to property captured on the high seas can pass. In reference to this point, the court says that "if there had been" [such condemnation] "the property would still be the plaintiff's, as there is no evidence whatever of its ever having been parted with by the confederate government." This sentence impliedly admits the piratical character of the Florida as proved by the evidence, Taylor having, as was done by the other officers, appropriated the captured property to his personal use.

3d. That the capture of a promissory note, or other evidence of debt or promise to perform a service, carries no right to the captor to demand the performance of the service. This point is conceded by the court. A postage stamp is simply a promise on the part of the government to perform mail service, and is in no point of view a contract to pay money.

4th. That it is a part of the law of nations that the conqueror succeeds to the property of the conquered, and that even if the so-called confederate government had gained a legal title to these stamps, they were at the time of the sale, September, 1865, the property of the United States. This point was conceded by the court; thus expressly confirming the case of *United States vs. Prioleau*, 11 Jurist United States, 792, and the date of the sale was proved by the Liverpool evidence, as was also the fact that at that time it was universally known at Liverpool, and had been for five months, that the civil war in America had ended, and the authority of the United States been restored.

5th. That it is a rule in equity that he who claims title by reason of purchase for value, must prove that he has actually paid the purchase money, and not merely secured it. The contrary was clearly and fully proved by the Liverpool evidence, which is fully commented upon by the court, and thus the last vestige of the defence was destroyed.

6th. The defence also claimed that by act of Congress postage stamps were made fractional currency—a natural enough misconception of the fractional currency act of 1862, which was effectually corrected by the evidence of Hon. F. E. Spinner, United States Treasurer, and Hon. A. N. Zevely, Third Assistant Postmaster General.

7th. The United States also claimed, and proved by the evidence, that the title to postage stamps must necessarily pass through some postmaster or other officer of the department, there being no other person authorized to sell them at first hands; so that when it was proved that, after having left the factory at New York, they had never passed into the hands of an officer of the United States for sale or distribution, according to law, they must necessarily have been unlawfully obtained.

To sum up, it may be said that, as a result of this litigation, \$10,500

has been saved to the government at a moderate cost, and important principles, the establishment of which was worth almost any outlay of money, have been settled and confirmed.

I have the honor to be, very respectfully, your obedient servant,
JOSEPH A. WARE.

Hon. ALEX. W. RANDALL, *Postmaster General*.

IN CHANCERY.

THE UNITED STATES *vs.* BOYD.

Hon. J. H. Cameron, Q. C., Edward Blake, Q. C., and George Morphy, counsel for plaintiffs, the United States; and John Roaf and W. B. McMunich, counsel for defendants.

This is a suit respecting certain United States postage stamps (350,000 3-cent and some 12-cent, making together about \$10,500 worth) which the plaintiffs claim as theirs, and which are in the possession of the defendants, Messrs. Boyd & Arthurs, merchants of this city, as agents for their co defendant, Arthur Woods. The bill prays that these postage stamps may be declared to be the plaintiffs' property, and may be delivered up to them, and that the defendants may be restrained meanwhile from selling or parting with the stamps, and for general relief. The defendant, Woods, claims to have purchased the stamps, without notice of the plaintiffs' right to them, from a broker in Liverpool who had them in his possession at the time, and who was believed by the defendant to have power to sell them.

Subject to this defence it is quite clear that the stamps are the property of the plaintiffs. The evidence satisfactorily establishes that these stamps were despatched by the proper officers of the United States government, in pursuance of their official duty, to certain postmasters in the State of Louisiana, by the ship *Electric Spark*, which sailed from New York for New Orleans on the 9th of July, 1864; that on the day following the *Electric Spark* was captured by the Florida, a ship in the service of the Confederate States, and that these stamps, with the rest of the cargo, were taken possession of by the captors. There was no condemnation by a prize court, and if there had been the property would still be the plaintiffs', there being no evidence whatever of its having been parted with by the government of the Confederate States. The plaintiffs have regained their authority in those States; the government for which the capture was made has ceased to exist, and it has been expressly decided in England that the plaintiffs are now entitled to all the property to which the confederate government had the right during its existence.*

The learned counsel for the defendant contended that property of this kind is equivalent to money and cannot be followed by the owner; but the reverse is clearly settled.†

He contended also that the plaintiffs' only remedy is at law; the authorities negative that view likewise.‡

But the defence chiefly relied upon was the defendants' alleged purchase without notice. The purchase took place at Liverpool, England, on the 21st of September, 1865, which was some months after the rebellion was at end. The purchase was made from one Allan S. Hancel, a commission merchant in Liverpool, who was acting in the transaction

* *United States vs. Prioleau*, 11 Jurist U. S., 792.

† See *Prentiss vs. Brennan*, 1 Gr., 489, et. seq.; *Miller vs. Race*, 1 Burr, 452; S. C. and notes, 1 W. and L.; *Lead Co. and notes*, 450; *Pennel vs. Deffel*, 4 D. G. Mc. N. and G., 372, 383; *Harford vs. Lloyd*, 20 Beav., 310; *Case vs. James*, 29 ib., 512.

‡ See cases *Kerr on Inj.*, 595.

for one Richard Taylor, an officer of the Florida at the time of the capture. The 3-cent stamps were in seven packets of 50,000 each, and these, with, I presume, a packet containing the 12-cent stamps, were delivered by Hanckel to the defendant at or about the time of the purchase, but the price agreed upon (£1,120) was not then paid. On or before the 27th of September the defendant handed over the packets to Messrs. Gillespie & Co., brokers, in Liverpool, who had correspondents in America, to be sent to Toronto for sale; and the packets were accordingly forwarded by Messrs. Gillespie & Co. to the defendants, Boyd & Arthurs, for that purpose. Afterwards the defendants gave Hanckel two promissory notes of £100 and £720 respectively, for the purchase money, payable on demand, with interest, and dated 1st of October, 1865. A receipt from Hanckel for the purchase money is produced, dated 10th of October, 1865, but nothing was actually paid until the following February. Meanwhile, viz., on the 30th of November, 1865, Messrs. Gillespie & Co. wrote to Messrs. Boyd & Arthurs, requesting them, if they had not yet succeeded in effecting a sale, to send the stamps to a certain firm in Hamilton, or to send them, packet by packet, as one is sold, to a gentleman in New York, whom they name, for sale on their account. Before receiving this letter Boyd & Arthurs had been endeavoring to effect a sale, and the fact of their having in their possession this enormous amount of postage stamps had in this way come to the knowledge of the United States authorities. The result was that after some ineffectual conversations with Messrs. Boyd & Arthurs a bill was filed in the court against those gentlemen on the 9th of December, 1865, and an *ex parte* injunction was granted the same day restraining the sale of the stamps until the further order of the court. The defendants filed their answer on the 3d of February, 1866, evidently after communicating with the defendant, Woods, on the subject of the suit. By this answer they disclosed the interest possessed or claimed by Woods in the stamps, and submitted that he was a necessary party to the suit. The plaintiffs accordingly, on the 17th of March, filed an amended bill against Woods and the original defendants, and on the 25th of May the answer of Woods was filed. By this answer the defendant, Woods, alleged that the whole purchase money (£1,125) had been paid by him; and it is now admitted that this was not the fact, and that the £725 note is not yet paid. No explanation is given of this discrepancy. It was contended on the part of the plaintiffs that the defence of a purchase without notice is not available in a case of such a purchase as the present any more than in case of a purchase of land unless the whole price is paid before notice of the adverse claim. The defendant claims the stamps as legally his, and if they are legally his he is entitled to succeed. Is actual payment of the whole price necessary at law to sustain such a claim? If Hanckel could not give a good title to the stamps,* and the consideration, therefore, wholly failed, I presume the defendant was not bound to pay the promissory notes, and any payment after notice of the adverse claim was in the defendant's own wrong. But it is unnecessary to decide this part of the case, as I am of opinion that the evidence sufficiently proves that at the time of the defendant's purchase and of giving the notes he either had notice of the facts on which the plaintiffs' right rests, or had "the means of knowledge to which he wilfully shut his eyes,"† and he is, therefore, to be treated as if he had knowledge. He himself denies notice, but after the incorrect statement he has made as to having paid the whole price, I am not at liberty to attach much weight to the denial.

* Addison on Contracts, 5th ed., pp. 224, 225. † May vs. Chapman, 16 M. and W., 361.

The defendant has been for upwards of 20 years carrying on business in Liverpool as a stock and share broker and dealer in all negotiable securities; but neither he nor any one else has heard of any sale of United States postage stamps in England, except the one in question, and one other, the amount of which no witness states. Indeed, postage stamps were not a kind of property that was dealt in anywhere. Even in the United States no private person has ever held any such amount as that in question. Statements to this effect are made by various witnesses, though, from the nature of the case, one could hardly have doubted that the fact was so, even had there been no express evidence of it. The purchase of such securities cannot, therefore, be said to have been in the usual course of business, but was, on the contrary, wholly out of the usual course of business.

Then how could the seller of these stamps have got so enormous a quantity? What did he get them for? The stamps are in sheets and, as I understand, have on them the adhesive matter which fits them for their purpose as postage stamps, and they must have presented when bought, as they still present, all the appearance of being in the original post office packages. What could they have been brought to England for? How could they have got there? A speculation and an investment were equally out of the question; and, in fact, the learned counsel for the defendant did not suggest any possible way in which a sane man, in the defendant's position, could have imagined the possession to have been obtained honestly, except by the very means that the possession was obtained as proved by the witnesses. The war, and the occasional capture of United States vessels, were facts which the defendant, a Liverpool broker, could not but have known and been familiar with. Further, the defendant believed the stamps equal to gold currency in the United States, as he explicitly states in two letters written in September, 1864, to Messrs. Gillespie & Co., and yet he bought at not much more than half this price; a circumstance always, both at law and in equity, held to be of great weight in determining the question as to the *bona fides* of such a purchase.*

Then, instead of sending his property to the United States, where the sale would, manifestly, be readiest and to the greatest advantage, he had it sent for sale to another foreign country, (Canada,) and authorizes the sale to be made there at a large discount to the buyer. This took place immediately after the defendant's purchase, and before he had paid his purchase money or given his notes for it. A few weeks later, the consignees in Canada were instructed, in case the stamps remained unsold, to send them to New York, a packet at a time, according as one was sold. What was the reason of this caution?

Every step in their proceedings implies that both parties were well aware, or strongly apprehended, that there was an infirmity about the title; they acted in a way that is unintelligible on any other supposition. If the defendant did not know the facts, it is plain that he violently suspected them and did not choose to avail himself of any means of knowledge. Confessedly, he made no inquiry about the name of the owner, or about the title; he made no inquiry of Hanckel, or of the United States consul at Liverpool, or of any one else.†

Can I hesitate to say that he preferred being ignorant of what he might learn? Such a purchaser cannot protect himself as having bought *bona fide* without notice.

* *Lee v. Hart*, 10 Exch. 559 and 560; *Raphael v. Bank of England*, 17 C. B. 173; *Darley v. Detries*, 11 W. R. 376; *Crawford v. Meldum*, 3 N. C. Eq. and Appl. 101.

† See *The Mayor of Berwick on Tweed v. Murray*, 7 D. and G., M. and G., 417, 512, 513.

I think the plaintiffs are entitled to a decree for the stamps, with costs, as against the defendant Woods, who should also pay the costs of his co-defendants. *

REPORT OF THE AUDITOR.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
Washington, November 16, 1868.

SIR: The statements and tables herewith submitted, numbered from 1 to 40, both inclusive, will exhibit the operations of this office for the fiscal year which ended on the 30th of June last.

The receipts for the year show a satisfactory increase from those of the year preceding, rising from \$15,237,026 87 in 1867, to \$16,292,600 80 in 1868.

The expenditures, however, have been augmented in greater proportion, and have absorbed not only the current postal receipts of the department, but the balances of special appropriations granted by Congress for the supply of anticipated deficiencies unexpended at the close of the preceding year.

The extra and additional expenses for which these special appropriations were chiefly made have been unusually large during the past year, and this special fund being exhausted, the resources of the department for the current year will be limited to its ordinary postal revenues, and it is apparent that these alone will be insufficient.

By reference to the revenue account it will be seen in what branches of the service these increased expenditures have been incurred, and how impossible it will be to maintain the improvements and extensions recently adopted, without the aid of further appropriations. The ordinary postal revenues will be as inadequate for the support of these additional services in the future as in the past.

Among the extraordinary demands upon the department may be enumerated, as per table:

1. The expense of supporting the system of free delivery of letters and newspapers in the cities and towns where it is now authorized, which additional service amounts to the sum of \$995,934 59.

2. The maintenance of postal service upon the exceedingly long and expensive mail routes recently established in the new and remote States and Territories, and which has cost the department \$3,849,560 68. Of this sum, but \$1,014,700 26 has been reimbursed by postal receipts, leaving an excess of expenditures for this purpose of \$2,834,860 42.

3. The restoration of old, and the opening of new routes in the southern and southwestern States, where the mail service was suspended during the rebellion, for which the excess of expenditures over receipts has been \$1,337,000.

To these principal sources of extra expenditure may be added the expense of the foreign mail service, that of railway postal clerks, and other lesser items, which make up the difference between receipts and expenditures, as shown by the tables. For the accuracy of these figures I beg to refer to tables numbered 1, 2, and 3.

With these enormous burdens upon the department, it is scarcely possible to hope that for the present, at least, its ordinary postal receipts will defray its expenses.

The money-order system continues to grow in public favor, and it is gratifying to be able to report that the accounts for the past year show

* Consol En O. N.

it to be now entirely self-supporting. The number of orders has increased from 474,496, in 1867, to 831,937 in 1868, and the aggregate amounts transmitted from \$9,229,327 72, in 1867, to \$16,197,858 47, in 1868. This vast number and amount of money transfers have been transmitted not only without cost to the department, but has yielded, as will be seen by reference to the report of Mr. Lynch, having charge of that branch numbered 7, a surplus of \$54,158 15, a sum more than sufficient to defray the expenses incident to its operations.

The quarterly balances due from postmasters have been, with few exceptions, promptly paid upon the settlement of their accounts; and in all cases of delinquency measures are immediately taken to enforce payment from the principals or their sureties. With a constant and careful supervision over these multitudinous accounts, urging immediate payment of the balances found due from retiring postmasters; in default of payment, notifying their sureties, and, as a last resort in extreme cases, invoking the aid of the criminal law, it is believed that little loss need be sustained by the department. It is satisfactory to know that no considerable failures to honor drafts or collection orders of the department in payment of these balances have occurred during the past year.

COLLECTION OF POST-OFFICE REVENUES.

The number of post offices in operation during the year was 26,481, which are thus classified under the regulations adopted for the government of the department, chapter 26, sections 275 to 279, page 50.

The following named offices, 66 in number, are denominated depositories, and are required by the Postmaster General to receive and retain, subject to the drafts of the department, the funds of certain adjacent offices as well as the revenues of their own.

List of offices designated as depositories, with name of postmaster.

Albany, New York, Joseph Davis.	Lowell, Massachusetts, J. A. Goodwin.
Atlanta, Georgia, T. G. Simms.	Madison, Wisconsin, E. W. Keyes.
Baltimore, Maryland, E. Shriver.	Meadville, Pennsylvania, C. Cullom.
Bangor, Maine, George Fuller.	Milwaukee, Wisconsin, H. A. Starr.
Batavia, New York, W. Tyrrell.	Montpelier, Vermont, J. G. French.
Binghamton, New York, W. Stuart.	Newark, New Jersey, A. N. Dougherty.
Buffalo, New York, J. M. Schemerhorn.	New Haven, Connecticut, N. D. Sperry.
Chicago, Illinois, S. T. Sherman.	Olean, New York, R. L. Page.
Cincinnati, Ohio, C. W. Thomas.	Ogdensburg, New York, R. G. Pettibone.
Cleveland, Ohio, G. A. Benedict.	Pittsburg, Pennsylvania, J. H. McClelland.
Columbus, Ohio, J. J. Wood.	Plattsburg, New York, L. Platt.
Concord, New Hampshire, M. T. Willard.	Portland, Maine, W. Davis.
Davenport, Iowa, A. H. Sanders.	Portsmouth, Ohio, O. Wood.
Des Moines, Iowa, G. C. Tichenor.	Providence, Rhode Island, E. S. Jackson.
Detroit, Michigan, F. W. Swift.	Quincy, Illinois, W. H. Benson.
Dover, Delaware, J. H. Bate-man.	Ripon, Wisconsin, D. McKercher.
Dubuque, Iowa, E. C. David.	Rochester, New York, J. W. Stebbins.
Easton, Pennsylvania, J. J. Horn.	Rutland, Vermont, M. G. Everts.
Evansville, Indiana, A. T. Whittlesey.	Sandusky, Ohio, T. C. McEwen.
Fort Wayne, Indiana, W. Drake, jr.	Scranton, Pennsylvania, W. H. Pier.
Geneva, New York, A. McDonald.	Springfield, Illinois, J. T. Smith, special agent
Grand Rapids, Michigan, S. O. Kingsbury.	Post Office Department, in charge.
Harrisburg, Pennsylvania, J. F. Kuipe.	Springfield, Massachusetts, W. Stowe.
Hartford, Connecticut, E. S. Cleveland.	Steubenville, Ohio, G. B. Filson.
Huntsville, Alabama, J. J. Pittman.	Syracuse, New York, G. L. Maynard.
Indianapolis, Indiana, D. G. Rose.	Urbana, Ohio, N. Ambrose.
Kalamazoo, Michigan, F. Pratt.	Utica, New York, C. H. Hopkins.
Keene, New Hampshire, J. A. Walter.	Vincennes, Indiana, H. M. Smith.
Lafayette, Indiana, W. C. Wilson.	Wheeling, West Virginia, C. J. Rawlings.
Lancaster, New Hampshire, O. Nutter.	Williamsport, Pennsylvania, J. J. Ayres.
Leavenworth, Kansas, J. L. McDowell.	Wooster, Ohio, A. L. McClure.
Lexington, Kentucky, L. B. Todd.	Worcester, Massachusetts, Josiah Pickett.
Lima, Ohio, W. H. Harper.	Zanesville, Ohio, J. J. Douglass.
Louisville, Kentucky, J. J. Speed.	

The following depositaries and assistant treasurers receive and retain, subject to the warrants of the Post Office Department, the funds of such post offices as are instructed to deposit in their hands:

Baltimore, Maryland, E. H. Webster.
Buffalo, New York, J. K. Tyler.
Chicago, Illinois, W. B. Scates.
Cincinnati, Ohio, Geo. W. Neff.

Louisville, Kentucky, R. R. Bolling.
Mobile, Alabama, Albert Elmore.
Olympia, Washington Ter., J. Cushman.
Pittsburg, Pennsylvania, Geo. C. McLean.

ASSISTANT TREASURERS.

New York, New York.
St. Louis, Missouri.
Boston, Massachusetts.
New Orleans, Louisiana.

Philadelphia, Pennsylvania.
Charleston, South Carolina.
San Francisco, California.
Denver, Colorado.

One hundred and thirty-eight are "draft offices," and paid during the year 14,506 drafts issued by the Postmaster General, and countersigned, entered, and sent out by the Auditor, for sums amounting in the aggregate to....	\$2,483,494 80
Eight hundred and sixty-three are deposit offices, a portion of which during the year deposited with the Treasurer and assistant treasurers of the United States the sum of.....	8,851,431 87
The remaining offices deposited with the sixty-six depositories named above, \$437,193 02, which is embraced in the sum of \$2,483,494 80 paid on the drafts of the department by said depositories and draft offices.	
Twenty-one thousand two hundred and ninety-one are collection offices, and paid on collection orders issued to mail contractors	2,084,691 05
Four thousand one hundred and eighty nine are special and mail messenger offices, and derive their mail supplies by the payment of the revenues of their offices, amounting to.....	537,184 82
Amount of deposits made by postmasters with other postmasters.....	4 57,193 02

Showing the amount paid into the Treasury for the use and purposes of the Post Office Department by postmasters to have been	14,193,995 56
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Revenue account of the Post Office Department.

The balance standing to the credit of the revenue account on the first day of July, 1867, was.....	\$1,494,469 93
The receipts of the department for the fiscal year ending June 30, 1868, were.	16,232,600 80
The amounts placed in the treasury for the service of the department for the fiscal year, being grants in aid of the revenue, under the following acts of Congress, were:	
Under the second section of the act approved February 18, 1867, for overland mail transportation between Atchison and Folsom, and for marine mail transportation between New York and California.....	\$900,000 00
Under the second section of the act approved February 18, 1867, for mail steamship service between San Francisco and China.....	125,000 00
Under the second section of the act approved February 18, 1867, for mail steamship service between the United States and Brazil.....	150,000 00
Under the twelfth section of the act approved March 3, 1847, for the transportation of free matter for Congress and the other departments of the government.....	300,000 00
Under the eighth section of the act approved March 3, 1851, for the transportation of free matter for Congress and the other departments of the government.....	3,500,000 00
Under the second section of the act approved March 30, 1863, for preparing and publishing post route maps.....	10,000 00
Under an act approved July 25, 1866, for postal service on mail routes established by thirty-ninth Congress.....	486,525 00
Under an act approved July 28, 1863, for overland mail and marine service between New York and California.....	225,000 00
	<u>5,696,525 00</u>
Aggregate of revenue and grants.....	23,483,595 73

The expenditures of the department for the fiscal year ending June 30, 1868, were.....	\$22,730,592 65
Add amount of accounts closed by being charged to "bad debts account".....	127,439 03
	<u>22,858,031 68</u>
Deduct amount of credit balance account closed by "suspense" during the year.....	20,685 71
	<u>\$22,837,345 97</u>

Leaving to the credit of the revenue account on the 1st day of July, 1868. 646,249 81

The net revenue of the department from postages being the aggregate of the amount of the balance due the United States by postmasters on the adjustment of their quarterly accounts for the year, after retaining their compensation and deducting the expenses of their offices, was—

For the quarter ending September 30, 1867	\$2,249,116 52
For the quarter ending December 31, 1867	2,353,790 63
For the quarter ending March 31, 1868	2,520,707 50
For the quarter ending June 30, 1868	2,317,840 31

Total net revenue from postages..... 9,501,454 96

The amount of letter postage paid in money was—

For the quarter ending September 30, 1867	\$160,380 29
For the quarter ending December 31, 1867	151,225 41
For the quarter ending March 31, 1868	132,838 02
For the quarter ending June 30, 1868	112,144 61

Total..... 559,588 33

The number of quarterly returns of postmasters received and audited during the year, and on which the sum of \$9,501,454 96 was found due the United States, was:

For the quarter ending September 30, 1867	23,699
For the quarter ending December 31, 1867	23,990
For the quarter ending March 31, 1868	24,745
For the quarter ending June 30, 1868	24,735

Total number..... 97,169

The total amount of stamps and stamped envelopes sold during the year was:

For the quarter ending September 30, 1867	\$3,334,856 49
For the quarter ending December 31, 1867	3,462,434 48
For the quarter ending March 31, 1868	3,710,476 97
For the quarter ending June 30, 1868	3,558,371 70

Total..... 14,066,139 64

The gross amount collected as registration fees on valuable letters was:

For the quarter ending September 30, 1867	\$1,963 00
For the quarter ending December 31, 1867	1,824 45
For the quarter ending March 31, 1868	1,402 35
For the quarter ending June 30, 1868	970 15

Total..... 6,159 95

CONTRACTORS' ACCOUNTS.

The average number of accounts of contractors and others engaged in carrying the mails settled in each quarter of the year was:

On regular mail routes	6,162
On special mail routes	2,117
Of route, special and local mail agents, postal railway clerks, &c	1,109
Of mail messengers.....	2,072

Total number of accounts each quarter..... 11,460

Aggregate settlement of such accounts during the year..... 45,840

MAIL TRANSPORTATION ACCOUNT.

The amount charged to "accrued transportation" and placed to the credit of mail contractors and others for mail transportation during the year was:

For the regular service of mail lines	\$10,361,529 57
For the supply of special and mail messenger offices	337,184 82
For salaries of route, special and local mail agents, postal railway clerks, &c.	755,415 56
	<u>11,454,129 95</u>

And for foreign mail transportation:

For New York and Southampton	\$178,706 42
For New York, Queenstown, and Liverpool	172,548 32
For Portland and Liverpool	36,059 61
For New York and Bremen	1,120 63
For New York and Havre	30,984 86
For New York and San Francisco via Panama	27,348 87
For New York and Havana	58,015 55
For New York, Havana, and New Orleans	2,972 80
For Philadelphia, New York, and Havana	2,423 76
For Baltimore and Havana	1,528 01
For Baltimore and Liverpool	2,367 61
For Boston, Havana, and New Orleans	208 25
For Boston, Nova Scotia, and Prince Edward Island	1,685 36
For New York and St. Thomas	263 41
For Fort Fairfield, Maine, and New Brunswick	37 38
For New Orleans and Belize, British Honduras	582 57
For New York and Mexico	1,726 43
For New York and Nicaragua	482 90
For New York and Santiago de Cuba	108 57
For New York and Bermuda	39 97
For San Francisco and Hong Kong, China, via Kanagawa, Japan	291,666 67
For United States and Brazil	187,500 00
For United States and Hawaiian Islands	56,250 00
For expenses of government mail agent at Havana	700 00
For expenses of government mail agent at Panama	1,310 63
For expenses of government mail agent at Aspinwall	630 00
	<u>1,057,268 58</u>
	<u>12,511,398 53</u>

The amount credited to accrued transportation, and charged to contractors, for over-credits, damages, &c., during the year, was

Of fines imposed on contractors	\$42,415 31
Of deductions from their pay	2,194 42
	<u>104,161 08</u>
	<u>148,770 81</u>

Net amount to the credit of mail contractors and others. 12,362,627 72

The amount actually paid and credited during the year for mail transportation was. \$12,647,949 61

Of which sum there was paid for mail transportation of previous years the sum of 209,664 42

Statement from collecting division.—Revenue and balances uncollected from late postmasters.

	Gross revenue for the fiscal year ending June 30.	Amount due the United States not in suit	Amount due the United States in suit.
1846	\$3,487,199 35	\$5 32	\$3,025 77
1847	3,945,892 98	115 01	538 46
1848	3,371,077 00	.....	555 21
1849	4,705,176 28	24 13	1,747 35
1850	5,499,984 86	103 09	743 29
1851	6,410,604 33	183 51	604 95
1852	5,184,526 84	576 49	1,343 45
1853	5,240,724 70	12,289 34	38,602 91
1854	6,255,586 22	9,994 36	5,398 99
1855	6,642,136 13	5,525 86	6,137 17
1856	6,920,821 66	42 90	8,751 72
1857	7,353,951 76	6,760 37	3,670 47
1858	7,486,792 86	9,571 50	12 409 18
1859	7,968,484 07	1,254 32	13,946 53
1860	8,518,067 40	8,678 28	19,161 79
1861	8,349,296 40	7,675 68	106,387 34
1862	8,299,820 90	2,821 44	21,252 24
1863	11,163,789 59	2,059 19	8,216 02
1864	12,438,253 78	3,857 69	3,795 67
1865	14,556,158 70	24,882 82	37,993 92
1866	14,386,986 21	81,350 32	88,955 42
1867	15,237,026 87	568,843 29	20,139 16
1868	16,292,600 80	323,132 05	6,923 84
Total .....	.....	1,069,746 96	410,300 85

Total amount due by late postmasters to June 30, 1867..... \$1,149,991 92

Amount due for the last fiscal year..... 330,055 89

Total amount..... 1,480,047 81

During the past year this division has had charge of the following number of accounts:

Of present postmasters..... 26,481

Of late postmasters, whose terms of service expired between July 1, 1845, and June 30, 1867..... 28,342

Of late postmasters for the last fiscal year..... 7,591

Total number..... 62,414

The number of changes of postmasters reported by the appointment office during the year was 7,591, and the balances due the United States thereon amounted to

\$330,055 89

Of which there has been collected..... 143,992 92

Amount remaining for collection..... 186,062 97

Of which there is in suit..... \$9,884 59

Amount due and not in suit..... 176,178 38

186,062 97

The balance due the United States by late postmasters, whose terms of service expired between the July 1, 1845, and June 30, 1867, uncollected and not in suit, as stated in my last annual report, was.....

\$1,200,793 11

Of which there has been collected..... \$403,219 29

Credited on vouchers..... 259,492 94

Charged to "suspense" account..... 16,412 99

Charged to "bad debts" account..... 95,097 32

774,222 54

Amount uncollected June 30, 1868..... 426,570 57

Of which there has been placed in suit..... 353,960 18

Amount due and not in suit..... 72,610 39

426,570 57

SUMMARY OF DEBTS AND COLLECTIONS.

The aggregate amount due the United States on the 30th of June, 1867, by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1867, was	\$1, 150, 991 92
Amount due by late postmasters for the last fiscal year	330, 055 89
Increase by estimates, penalties, and other charges	28, 825 89
Total for collection during the year	1, 509, 873 70
The amount collected and credited on accounts prior to June 30, 1867, was	\$752, 635 05
On accounts for the last fiscal year	144, 605 11
Total collections and credits	897, 240 16
Amount remaining due the United States, June 30, 1868	612, 633 54
Of which there is in suit	363, 844 77
Amount due and not in suit	248, 788 77
Balances apparently due to late postmasters, between July 1, 1845, and June 30, 1867, as stated in my last annual report, amounted to	275, 589 18
The amount paid and closed by adjustment during the year was	57, 872 25
Leaving due to late postmasters	217, 716 93
Add amount due to late postmasters during the last fiscal year	33, 159 80
Amount apparently due to late postmasters, on the 1st of July, 1868	250, 876 73
Amount collected during the last fiscal year from mail contractors by "collection drafts"	19, 283 69

SUITS.

The amount due by late postmasters, whose terms of service expired between July 1, 1845, and June 30, 1867, for which suits were instituted prior to July 1, 1868, as stated in my last annual report, was	\$104, 362 53
Add amount of 309 new suit cases commenced during the fiscal year, for the collection of balances due on accounts, prior to July 1, 1868	104, 150 95
	208, 513 48
From which deduct amount closed by account of "bad debts"	38, 771 91
Amount in suit during the year	169, 741 57
Amount collected during the year	\$32, 148 48

I ought not to close this report without bearing testimony to the zeal and fidelity with which most of the clerks belonging to the office have discharged their official duties. There are many gentlemen among them whose qualifications are of a high order, and whose important and arduous labors are inadequately remunerated; and all complain that their compensation is at this time insufficient for the decent and comfortable support of their families. It would seem but just and reasonable that an increase of compensation corresponding in some degree to the increased cost of living should be made to them.

H. J. ANDERSON, *Auditor.*

Hon. A. W. RANDALL,
Postmaster General.

REPORT OF THE POSTMASTER GENERAL.

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No. 1.—*Statement exhibiting the receipts of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ended June 30, 1868.*

Receipts.	Third quarter 1867.	Fourth quarter 1867.	First quarter 1868.	Second quarter 1868.	Total amount under each head.
Letter postage	\$160,380 29	\$154,225 41	\$132,838 02	\$112,144 61	\$559,588 33
Newspaper postage, &c.	166,765 93	176,638 74	192,636 74	188,821 49	724,862 90
Registered letters	1,963 00	1,824 45	1,402 35	970 15	6,159 95
Fines		15 00	680 00	83 60	778 60
Emoluments	208,926 03	201,531 76	206,467 54	208,482 06	825,407 39
Stamps sold	3,334,856 49	3,462,434 48	3,710,476 97	3,558,371 70	14,066,139 64
Dead letters	5,534 37	12,636 08	6,067 63	6,264 00	30,502 08
Internal revenue from postmasters	16,683 40	14,676 79	14,463 91	14,628 54	60,452 64
Miscellaneous	5,089 48	6,978 38	3,160 01	3,481 40	18,709 27
Total	3,900,198 99	4,030,961 09	4,268,193 17	4,093,247 55	16,292,600 80
Aggregate amount					16,292,600 80

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

No. 2.—*Statement exhibiting the expenditures of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ended June 30, 1868.*

Expenditures.	Third quarter 1867.	Fourth quarter 1867.	First quarter 1868.	Second quarter 1868.	Total amount under each head.
Compensation to postmasters	\$1,115,020 61	\$1,050,292 08	\$1,029,960 38	\$1,060,037 91	\$4,255,310 98
Compensation to letter-carriers	207,516 29	239,827 78	267,544 72	281,481 98	996,370 77
Ship, steamboat, and way letters	2,367 01	1,958 75	1,234 15	2,354 73	7,914 64
Transportation of the mails	3,226,604 30	3,124,231 79	3,246,553 01	3,050,460 51	12,647,949 61
Wrapping paper	13,691 81	4,725 00	15,365 00	9,000 00	42,781 81
Office furniture	662 36	560 63	438 50	438 32	2,099 81
Advertising	12,755 66	16,242 16	4,091 64	3,818 55	36,908 01
Mail bags	14,831 64	36,240 63	29,612 07	34,296 88	114,981 22
Blank agents and assistants	1,917 95	1,819 58	1,823 80	2,129 79	7,751 12
Mail locks, keys, and stamps	3,340 34	2,576 45	3,225 34	2,931 26	12,073 39
Mail depredations and special ag'ts	34,259 61	35,296 41	34,657 91	34,691 23	138,905 16
Clerks for offices	575,328 45	551,066 36	562,127 65	581,568 20	2,270,090 66
Postage stamps and stamped envelopes	89,498 06	92,700 92	104,681 66	104,606 73	391,487 37
Dead letters					
Miscellaneous	331,766 44	266,694 03	314,078 61	427,812 11	1,340,351 19
Miscellaneous acc't British mails	64,808 11		120,397 75	43,024 18	228,230 04
Miscellaneous acc't French mails	38,800 33	17,571 35	20,470 23		76,841 91
Miscellaneous acc't Bremen mails	63,155 27		34,911 58		98,066 85
Miscellaneous acc. Hamburg mails	19,340 81	23,122 11		18,739 74	61,202 66
Miscellaneous acc. Prussian mails	1,275 45				1,275 45
Total	5,816,940 50	5,465,026 03	5,791,234 00	5,657,392 12	22,730,592 65
Aggregate amount					22,730,592 65

The following sums are embraced in the above expenditure of \$22,730,592 65, to wit:

For overland mails	\$900,000 00
For San Francisco, Japan, and China mails	125,000 00
For Brazil mails	150,000 00
For post roads established during 1st session 39th Congress	486,525 00
For preparing and publishing post route maps	10,000 00
For balance of appropriation act March 3, 1847, to June 30, 1868	300,000 00
For balance of appropriation act March 3, 1851, to June 30, 1868	3,500,000 00
	5,471,525 00
For money-order transfers "subsequently reimbursed, as will be seen by reference to report from money-order division"	870,000 00
	6,341,525 00

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

No. 3.—Statement of the postal receipts and expenditures of

States and Territories.	Letter postage.	Newspaper postage.	Waste paper and twine.	Registered letters.	Stamps sold.	Emoluments.	Revenue tax.
Maine	\$2,700 32	\$18,678 29	\$65 58	\$79 90	\$254,109 83	\$15,179 83	\$1,293 27
New Hampshire	2,965 16	12,768 58	61 02	41 85	161,840 37	6,747 45	650 63
Vermont	3,812 24	12,718 88	25 75	102 15	158,396 60	3,867 03	521 00
Massachusetts	47,883 66	38,858 95	411 73	120 70	1,131,436 47	69,895 07	4,142 86
Rhode Island	4,417 23	4,453 80	37 53	9 60	124,027 80	11,856 64	512 50
Connecticut	10,063 63	17,277 43	165 29	66 70	353,867 87	19,931 95	1,463 55
New York	160,491 22	102,701 82	637 69	557 55	3,272,554 02	140,531 64	10,508 69
New Jersey	15,159 17	14,092 39	79 56	104 85	282,412 91	11,722 86	1,273 21
Pennsylvania	53,881 70	58,472 54	964 31	705 85	1,462,657 80	55,402 45	4,696 71
Delaware	760 09	2,395 66	4 75	6 90	43,874 68	727 49	86 52
Maryland	13,065 67	11,487 81	82 79	90 75	286,740 74	9,042 10	1,190 83
Virginia	3,306 46	13,484 03	7 24	117 90	229,756 79	13,588 41	1,182 01
West Virginia	1,690 85	6,405 41	2 10	142 65	74,320 23	2,616 07	340 26
North Carolina	1,260 07	7,341 79	24 78	129 25	91,913 36	4,753 69	383 56
South Carolina	3,183 69	5,226 36	23 75	82 45	85,939 30	5,994 67	318 50
Georgia	3,361 84	11,376 91	58 94	134 55	173,631 29	19,147 03	943 94
Florida	746 88	1,349 03	85 37	37 10	29,242 81	2,197 75	150 00
Ohio	25,903 76	67,351 66	701 42	428 10	965,334 09	55,822 87	3,913 76
Michigan	19,871 09	28,780 23	349 28	258 55	426,145 96	30,534 73	2,246 88
Indiana	8,294 17	33,324 84	165 43	313 00	371,141 31	33,731 69	2,039 00
Illinois	41,581 62	58,246 70	2,052 02	574 40	1,126,173 20	73,592 29	4,513 68
Wisconsin	21,590 83	25,316 81	145 82	227 35	348,594 48	22,944 80	1,606 06
Iowa	10,604 17	26,670 17	75 55	252 95	331,609 59	21,305 72	1,610 84
Missouri	13,878 54	26,310 71	310 73	330 35	434,219 78	18,769 00	1,266 40
Kentucky	6,332 76	14,745 49	177 99	114 15	239,428 94	12,793 98	1,010 29
Tennessee	3,290 22	11,041 83	173 23	221 75	174,457 54	10,394 68	921 05
Alabama	2,765 91	6,160 02	16 90	121 85	114,942 36	11,773 31	555 40
Mississippi	1,467 72	5,027 38	37 14	141 50	85,874 91	8,114 01	529 57
Arkansas	762 26	2,263 70	2 50	65 53	40,922 88	3,151 79	177 25
Louisiana	16,176 42	5,436 60	1 75	68 10	184,771 19	23,294 72	735 76
Texas	5,663 48	8,822 20	12 71	101 05	115,939 42	14,557 83	819 81
California	21,771 76	25,763 97	99 55	134 10	314,270 97	33,655 09	2,736 63
Oregon	691 02	2,950 66	1 00	20 60	22,999 42	3,247 87	190 00
Minnesota	9,298 98	11,150 95	39 59	84 00	116,262 77	10,066 24	687 08
Kansas	1,689 36	6,383 52	25 15	75 73	83,758 35	7,806 79	543 25
Nebraska	1,366 58	2,504 83	20 35	35 30	46,791 84	3,558 07	237 78
Nevada	1,672 00	2,377 77	110 40	20 90	20,970 89	4,484 54	529 90
Colorado	942 42	1,514 30	15 85	21 40	23,707 80	7,553 78	411 63
Utah	1,756 68	1,921 99	65 15	15 45	10,903 66	1,296 25	113 52
New Mexico	281 02	181 99	29 90	29 90	7,382 49	366 00	22 94
Washington	214 37	612 83	13 05	13 05	5,286 17	257 65	67 68
Dakota	428 80	438 06	75 35	3 50	13,686 83	786 59	67 68
Arizona	19 19	52 38	7 70	7 70	1,889 12	1,889 12	83 28
Idaho	285 06	662 09	3 00	22 45	6,540 66	1,885 50	256 25
Montana	614 67	550 85	11 00	11 00	11,399 16	3,781 00	820 31
District of Columbia	6,951 13	2,720 94	6 93	40 54	104,814 70	7,380 11	60,453 64
Alaska	1 74	1 60	.....	.....	54 90	.....	.....
Total	560,917 61	718,436 85	7,052 15	6,334 30	13,980,021 24	821,420 05	58,294 74
Deduct miscellaneous items	1,329 28	.....	.....	174 35	.....	.....	.....
Add miscellaneous items .....	.....	6,426 05	.....	.....	86,118 40	3,987 34	2,227 90
Total	559,588 33	724,862 90	7,052 15	6,159 95	14,066,139 64	825,407 39	60,453 64

NOTE.—The following items of expenditure and revenue are not embraced in the above statement, viz:

Excess of expenditures, brought down	\$1,013,320 90
Amount paid for foreign mails and expenses of government agents	1,057,288 58
Route agents, &c	755,415 56
Mail messengers and supply of special offices	337,184 83
Foreign postage collected and returned to foreign governments	465,616 91
Ship, steamboat, and way letters	7,914 64
Wrapping paper	42,781 81
Office furniture	516 88
Advertising	21,483 98
Mail bags	78,976 11
Blank agents and assistants	7,751 12
Mail locks, keys, and stamps	12,073 39
Mail depredations and special agents	138,905 16
Clerks for offices	59,259 21
Compensation to letter-carriers	996,370 77

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

REPORT OF THE POSTMASTER GENERAL.

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the United States for the fiscal year ended June 30, 1868.

Receipts.	Compensation of postmasters.	Incidental expenses of post offices.	Compensation and incidental expenses.	Transportation by States.	Expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
\$298,107 02	\$122,464 22	\$35,632 05	\$58,096 27	\$126,171 92	\$284,268 19		\$13,838 83
187,075 06	80,859 11	13,558 02	94,417 13	72,166 67	166,583 80		20,491 26
179,433 63	87,125 26	10,353 73	97,480 99	105,413 92	2,2,894 91	\$23,461 26	553,947 48
1,292,749 44	265,643 79	207,635 34	473,279 13	265,522 83	738,801 96		74,264 61
145,315 10	28,656 50	14,837 00	43,493 50	27,556 99	71,050 49		104,460 78
402,836 42	120,377 87	46,737 73	167,115 60	131,260 04	298,375 64		1,775,075 08
3,889,002 63	530,530 62	737,371 69	1,287,902 31	625,025 24	1,912,927 55		37,214 83
324,844 95	110,558 54	22,263 78	132,822 32	154,807 80	287,630 12		527,999 96
1,636,781 36	392,023 57	240,594 26	632,617 83	476,163 57	1,108,781 40		5,550 34
47,856 09	14,531 06	3,303 14	18,134 22	24,171 53	42,305 75		32,460 47
331,670 69	57,720 91	66,989 48	124,710 39	239,420 77	364,131 16		392,967 28
261,362 84	78,047 85	44,996 39	123,044 24	269,265 88	392,330 12		32,876 34
85,517 57	38,007 70	16,086 37	54,094 07	64,299 84	118,393 91		91,453 03
105,806 52	38,837 51	13,088 09	51,925 60	145,335 95	197,261 55		56,821 47
100,768 72	26,368 87	12,226 51	38,595 38	118,994 81	157,590 19		48,194 12
208,654 50	54,694 04	36,797 53	91,491 57	165,257 05	256,748 62		71,450 95
33,724 42	11,974 58	3,240 50	15,215 08	89,960 29	105,175 37		55,414 72
1,119,455 66	338,143 57	158,410 81	497,554 38	677,316 00	1,174,870 38		100,233 34
508,186 72	176,080 96	67,693 99	243,774 95	282,266 31	526,041 26		298,018 35
449,012 44	186,575 04	69,944 77	256,519 81	292,725 97	549,245 78		20,119 91
1,306,733 91	338,074 51	402,562 78	540,637 29	468,078 27	1,008,715 56		14,439 62
420,426 15	147,768 19	41,676 23	189,444 42	245,421 35	434,865 77		136,186 25
396,119 03	154,993 98	30,352 87	185,256 85	190,742 27	375,999 12		37,133 56
495,085 51	110,621 81	78,003 01	188,624 82	442,616 94	631,271 76		46,392 75
274,603 60	88,314 12	41,966 26	130,280 38	181,456 78	311,737 16		136,424 09
200,500 30	55,872 11	47,272 10	103,144 21	143,678 84	246,823 05		113,035 66
136,335 75	35,564 92	20,422 51	55,987 43	216,772 41	272,759 84		200,246 18
101,155 45	38,837 51	11,547 50	50,510 77	163,680 34	214,191 11		106,058 82
47,347 88	15,878 65	7,927 20	23,805 85	223,788 21	247,594 06		250,145 83
229,484 54	21,850 15	55,010 59	76,860 74	258,682 62	335,543 36		257,165 14
145,916 56	43,838 76	24,373 66	68,212 42	327,849 97	396,062 39		354,018 66
398,392 07	75,712 10	91,687 47	167,399 57	488,157 64	655,557 21		68,793 59
30,100 57	14,420 85	2,350 61	16,771 46	367,347 77	384,119 23		503,902 20
147,620 21	54,032 11	14,820 75	68,852 86	147,560 94	216,413 80		84,091 55
99,692 17	35,301 55	15,391 12	50,692 67	552,901 70	603,594 37		18,392 35
54,494 60	15,263 79	8,081 47	23,365 26	115,220 89	138,586 15		469,505 14
30,145 50	16,444 01	13,467 65	29,911 66	229,121 82	259,033 48		242,858 55
34,167 30	14,137 96	6,824 33	20,962 29	31,597 36	52,559 65		18,622 29
16,068 20	6,254 77	7,835 97	14,090 74	471,482 60	485,573 34		27,515 54
8,264 34	2,912 26	2,912 26	2,912 26	248,210 63	251,122 89		25,433 38
6,364 17	3,580 04	790 50	4,370 54	97,102 42	101,472 96		33 34
15,412 21	5,774 57	2,471 50	8,246 07	68,788 43	77,034 50		
1,968 39	1,225 12	15 00	1,240 12	149,171 45	150,411 57		
9,482 04	5,518 13	1,399 99	6,918 12	26,973 53	33,891 67		
16,611 93	6,694 06	6,690 91	13,314 97	30,812 50	44,127 47		
122,694 52	6,653 00	90,608 19	97,261 19		97,261 19		
58 24	25 00		25 00		25 00		
16,152,406 94	4,095,241 38	2,646,143 35	6,741,384 73	10,240,371 06	16,981,755 81	4,285,796 67	3,456,448 00
97,256 06	160,069 60		160,069 60	121,158 49	281,228 09	183,972 03	
16,249,663 00	4,255,310 98	2,646,143 35	6,901,454 33	10,361,529 57	17,262,983 90	4,469,768 90	3,456,448 00

Expenses, postage stamps, and stamped envelopes \$391,487 37
Dead letters, "moneys refunded"
Miscellaneous payments 958,751 36
Excess of transportation paid 136,551 08

6,480,929 65

Receipts on account of dead letters \$30,502 08
Receipts on account of fines 778 60
Receipts on account of miscellaneous 11,657 12
Total excess of expenditures over receipts 6,437,991 85

6,480,929 65

H. J. ANDERSON, Auditor.

No. 4.

LETTER CARRIERS.

Statement of the operations of the carrier system at the following offices for the fiscal year ended June 30, 1868.

Offices.	Mail letters delivered.	Local letters delivered.	Newspapers delivered.	Am't paid carriers, including incidental expenses.
Albany, N. Y.	1,401,080	107,875	251,947	\$19,301 24
Alleghany, Penn.	313,740	28,246	162,998	4,223 98
Baltimore, Md.	2,368,259	271,887	616,279	47,972 34
Boston, Mass.	3,535,254	939,575	564,593	50,876 94
Brooklyn, Mass.	1,953,949	264,764	451,188	34,679 86
Buffalo, N. Y.	1,144,301	126,529	417,382	22,638 01
Cambridge, Mass.	315,611	26,931	197,414	3,701 77
Cambridgeport, Mass.	201,916	6,804	68,090	2,926 07
Charlestown, Mass.	370,925	46,676	102,570	5,178 66
Chicago, Ill.	5,731,250	727,709	1,191,404	60,642 07
Cincinnati, Ohio.	2,108,512	316,526	343,811	39,283 33
Cleveland, Ohio.	1,646,616	115,711	555,437	21,743 80
Detroit, Mich.	1,262,268	148,805	346,976	17,246 09
Erie, Penn.	248,810	20,132	252,000	6,071 55
Harrisburg, Penn.	197,864	8,016	57,405	3,177 34
Hartford, Conn.	367,028	21,120	150,055	6,833 09
Jersey City, N. J.	412,170	22,436	71,768	4,978 90
Lancaster, Penn.	189,194	9,795	60,319	2,880 31
Lawrence, Mass., (3 quar's).	135,553	7,427	39,552	3,544 05
Louisville, Ky.	1,306,185	118,016	351,424	16,866 28
Lowell, Mass.	336,004	17,429	99,359	5,567 70
Lynn, Mass.	275,202	11,666	110,010	3,670 35
Manchester, N. H.	294,821	12,900	154,914	4,393 12
Memphis, Tenn.	911,523	55,883	184,474	11,257 54
Milwaukee, Wis.	1,069,628	73,765	296,325	16,919 88
Nashville, Tenn.	433,474	28,853	144,505	6,633 01
Newark, N. J.	869,392	121,033	365,206	20,009 63
New Bedford, Mass.	227,400	11,872	65,084	4,790 11
New Haven, Conn.	347,398	36,725	141,703	6,862 41
New York, N. Y.	13,680,735	5,983,494	2,263,717	218,351 17
Philadelphia, Penn.	7,388,634	3,137,186	2,341,422	132,367 28
Pittsburg, Penn.	1,016,330	117,826	341,005	14,243 70
Portland, Maine.	318,263	19,296	90,183	7,205 14
Providence, R. I.	570,847	70,406	142,374	10,428 00
Reading, Penn.	240,215	15,854	102,130	4,511 39
Rochester, N. Y.	821,418	63,488	287,871	14,168 63
Roxbury, Mass.	264,434	30,681	90,977	5,549 34
St. Louis, Mo.	4,058,407	437,116	1,368,603	40,711 57
Salem, Mass., (3 quarters).	162,571	9,215	65,578	3,638 56
Syracuse, N. Y.	1,076,791	93,019	313,206	11,460 16
Toledo, Ohio.	487,580	22,900	367,626	8,377 66
Trenton, N. J.	127,881	8,544	48,391	2,788 12
Troy, N. Y.	700,899	65,065	174,934	10,449 57
Utica, N. Y.	745,268	54,210	296,091	11,121 41
Washington, D. C.	1,325,406	136,890	417,853	25,690 04
Williamsburg, N. Y.	674,018	49,691	161,985	9,518 24
Wilmington, Del.	376,797	30,302	120,962	4,571 60
Worcester, Mass.	337,665	31,617	111,555	5,903 58
Total	64,349,486	14,081,906	16,910,715	995,934 59

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

MISCELLANEOUS PAYMENTS.

No. 5.—*A detailed statement, under this head, of the payments made by the Post Office Department for the fiscal year ended June 30, 1868, exhibiting the following sums placed to the credit of postmasters and others, and charged to miscellaneous account.*

Date.	To whom allowed.	For what object.	Amount.
1867.			
Oct. 1	H. B. Davis	Postmaster, Columbus, Miss., for rent, light, and stationery in 1st quarter 1866 and 2d quarter 1867.	\$66 10
3	C. Cullum	Postmaster, Meadville, Pa., for light in 2d quarter 1866.	7 60
7	E. S. Cleveland	Postmaster, Hartford, Conn., for fuel, &c., in 1865 and 1866.	860 35
	C. T. Greenleaf	Postmaster, Bath, Maine, for light in 2d quarter 1867.	20 41
	J. Pickett	Postmaster, Worcester, Mass., for rent in 3d quarter 1867.	137 50
	J. A. Bicknell	Postmaster, Augusta, Maine, for rent in 3d quarter 1867.	100 00
	C. K. Miller	Late postmaster, Bangor, Maine, for fuel, &c., in 1866 and 1867.	87 57
	G. Swaine	Postmaster, Nashua, N. H., for rent in 3d quarter 1867.	43 75
10	Harrison Reed	Late acting postmaster, Tallahassee, Fla., for fuel, light, &c., in 1st quarter 1866.	15 87
17	C. Cullum	Postmaster, Meadville, Pa., for light in 2d quarter 1867.	3 04
18	D. Price	Late postmaster, Newark, N. J., for light from Oct. 1, 1864, to Sept. 30, 1866.	402 82
21	D. W. Irwin	Postmaster, Oswego, N. Y., for repairs, &c., in 3d quarter, 1867.	64 40
29	R. W. Taliaferro	Postmaster, New Orleans, La., for light, printing, and stationery in 3d and 4th quarters 1866 and 1st quarter 1867.	2,516 29
30	Samuel Harper	Postmaster Houston, Texas, for exchange paid for draft on New Orleans, La.	12 57
31	J. S. Robertson	Postmaster, Cleveland, Tenn., for light, stationery, &c., in 2d, 3d, and 4th quarters 1865 and 1st quarter 1866.	84 10
Nov. 2	C. C. Warner	Late postmaster Virginia City, Nev., for light and rent in 3d quarter 1865.	129 52
6	S. A. Manlove	Late postmaster, Fort Scott, Kansas, for rent in 4th quarter 1866.	30 00
11	John Row	Late postmaster, Portsmouth, Ohio, for fuel and light in 4th quarter 1866 and 1st quarter 1867.	18 06
15	E. Foreman	Late postmaster, Wooster, Ohio, for rent in 2d quarter 1867.	11 22
	J. W. Wilson	Postmaster, New Albany, Ind., for stationery and printing in 2d quarter 1867.	100 05
19	G. J. Clarke	Postmaster, Los Angeles, Cal., for repair of boxes, &c., in 2d quarter 1867.	20 00
	J. H. Stewart	Postmaster, St. Paul, Minn., for fuel and light in 4th quarter 1866 and 1st quarter 1867.	163 04
20	D. A. Cook	Postmaster, Mendota, Ill., for rent in 2d quarter 1867.	25 00
21	C. Cullum	Postmaster, Meadville, Pa., for rent in 3d quarter 1867.	150 00
	Peter Pursell	Late postmaster, Wilkesbarre, Pa., for fuel and light in 4th quarter 1866 and 1st quarter 1867.	64 60
28	J. Underhill	Late postmaster, Peoria, Ill., for fuel and light in 1st quarter 1867.	14 40
Dec. 2	W. O. Donoughue	Postmaster, Flint, Mich., for light in 3d quarter 1867.	10 00
5	John Church	Late postmaster, Virginia City, Nev., for rent from 1st quarter 1865 to 3d quarter 1865.	2,000 00
10	J. H. Shimmmons	Late postmaster, Lawrence, Kansas, for rent, fuel, and light in 3d and 4th quarters 1866 and 1st quarter 1867.	386 00
19	J. F. Copp	Late postmaster, Rock Island, Ill., for rent and fuel in 4th quarter 1866 and 1st and 2d quarters 1867.	87 39
	B. W. Griffith	Late postmaster, Monmouth, Ill., for rent and fuel in 4th quarter 1866 and 1st and 2d quarters 1867.	71 81
	C. L. Shrewsbury	Late postmaster, Madison, Ind., for rent and fuel in 2d quarter 1867.	17 40
	E. S. Organ	Late postmaster, Laporte, Ind., for rent, fuel, &c., in 4th quarter 1866 and 1st quarter 1867.	113 45
	J. M. Turnbull	Postmaster, Monmouth, Ill., for rent in 3d quarter 1867.	25 00
	A. Miller	Postmaster, Rockford, Ill., for rent in 3d quarter 1867.	25 00
	H. Burtram	Late postmaster, Watertown, Wis., for rent, fuel, and light in 4th quarter 1866 and 1st and 2d quarters 1867.	8 80
	W. Rager	Late postmaster, Janesville, Wis., for rent, fuel, and light in 1st and 2d quarters 1867.	439 36
	C. W. Felker	Late postmaster, Oshkosh, Wis., for rent, fuel, and light in 4th quarter 1866 and 1st and 2d quarters 1867.	145 67
	G. G. Hall	Late postmaster, St. Joseph, Mo., for rent, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	216 05
	Thomas French	Late postmaster, Burlington, Iowa, for rent, fuel, &c., in 4th quarter 1866 and 1st quarter 1867.	103 14
	E. S. Bragg	Late postmaster, Fond du Lac, Wis., for rent, fuel, &c., in 4th quarter 1865 and 1st and 2d quarters 1867.	117 97
	H. Quillman	Late postmaster, Norristown, Pa., for light, fuel, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	21 08
	J. Sallade	Late postmaster, Williamsport, Pa., for rent, fuel, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	98 99

REPORT OF THE POSTMASTER GENERAL.

No. 5.—Statement of payments made by the Post Office Department, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1868. Dec. 19	T. M. Wolfe	Late postmaster, Frederick, Md., for rent, &c., in 1st quarter 1867.	\$35 50
	Wade Hampton	Late postmaster, Pittsburg, Pa., for rent, fuel, &c., in 3d and 4th quarters 1866 and 1st and 2d quarters 1867.	961 08
	A. Spencer	Late postmaster, Ithaca, N. Y., for rent, fuel, and light in 1866 and 1867.	106 30
	J. H. Rowe	Late postmaster, Newburg, N. Y., for rent, fuel, and light in 1866 and 1867.	139 39
	S. R. Taylor	Late postmaster, Oswego, N. Y., for rent, fuel, &c., in 1st and 2d quarters 1867.	105 22
	H. W. Dixon	Late postmaster, Hudson, N. Y., for fuel, &c., in 1st quarter 1867.	99 00
	T. C. Moore	Late postmaster, Camden, N. J., for rent, fuel, &c., in 1866 and 1867.	86 09
	J. J. Craven	Late postmaster, Newark, N. J., for rent and fuel in 1866 and 1867.	142 81
	T. J. Andrews	Late postmaster, Newark, Ohio, for rent, fuel, &c., in first part of 2d quarter 1867.	7 03
	W. C. Moorehead	Late postmaster, Zanesville, Ohio, for rent, fuel, &c., in 3d and 4th quarters 1866 and 1st and 2d quarters 1867.	126 10
	W. M. Milford	Late postmaster, Mount Vernon, Ohio, for rent, &c., in 4th quarter 1866.	10 96
	W. H. H. Taylor	Late postmaster, Cincinnati, Ohio, for rent, &c., in 2d quarter 1867.	122 80
	J. R. Hubbell	Late postmaster, Dayton, Ohio, for rent, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	42 46
	A. G. Clark	Late postmaster, Toledo, Ohio, for rent, &c., in 1st and 2d quarters 1867.	54 01
	J. Paley	Late postmaster, Warren, Ohio, for rent in 4th quarter 1866 and 1st quarter 1867.	9 27
	C. H. Taylor	Late postmaster, Grand Rapids, Mich., for rent, &c., in 4th quarter 1866 and 1st quarter 1867.	187 16
	N. L. Avery	Late postmaster, Grand Rapids, Mich., for rent, &c., in 3d quarter 1866.	55 80
	D. W. C. Gage	Late postmaster, East Saginaw, Mich., for rent, &c., in 3d quarter 1866 and 1st quarter 1867.	16 86
	J. B. Bliss	Late postmaster, East Saginaw, Mich., for rent, &c., in 4th quarter 1866 and 2d quarter 1867.	102 88
	H. Barns	Late postmaster, Detroit, Mich., for rent, fuel, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	1,465 69
	J. Monroe	Late postmaster, Marshall, Mich., for rent, &c., in 4th quarter 1866 and 1st quarter 1867.	91 98
	F. Pratt	Late postmaster, Kalamazoo, Mich., for rent in 4th quarter 1866 and 1st quarter 1867.	497 67
	F. W. Anthony	Late postmaster, Jackson, Mich., for rent, fuel, &c., in 4th quarter 1866 and 1st quarter 1867.	225 08
	W. J. Edwards	Late postmaster, Niles, Mich., for rent, fuel, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	14 48
	J. J. Thomas	Late postmaster, Newport, Ky., for rent, fuel, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	100 11
	F. M. Wolfe	Late postmaster, Frederick, Md., for rent in 1st quarter 1867.	50 00
23	T. Kinsella	Late postmaster, Brooklyn, N. Y., for rent, &c., in 1866 and 1867.	140 83
	Jas. McQuade	Late postmaster, Utica, N. Y., for rent, &c., in 1866 and 1867.	438 46
26	E. J. C. Bushnell	Postmaster, Sterling, Ill., for rent in 3d and 4th quarters 1866 and 1st and 2d quarters 1867.	187 50
28	A. W. Sweet	Postmaster, Salt Lake City, Utah, for light in 3d quarter 1867.	25 00
	E. Vandemark	Late postmaster, Battle Creek, Mich., for fuel, light, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	43 89
30	Geo. Isenstein	Late postmaster, Clarksville, Tenn., for rent, fuel, &c., in first part of 2d quarter 1867.	43 10
	S. Resinger	Late postmaster, Clarksville, Tenn., for rent, fuel, &c., in last part of 2d quarter 1867.	132 70
	J. D. Polson	Postmaster, Wilmington, N. C., for light in 2d quarter 1867.	69 20
1868. Jan. 2	J. P. Woodbury	Postmaster, Milford, Mass., for fuel in 3d quarter 1867.	11 75
3	H. McKilvey	Postmaster, Allegheny City, Pa., for stationery in 3d quarter 1867.	4 78
6	H. P. Davis	Postmaster, Mansfield, Ohio, for fuel and light in 4th quarter 1864 and 1st quarter 1865.	25 30
7	W. H. Hoyt	Postmaster, Burlington, Vt., for fuel in 3d quarter 1867.	34 75
14	S. Waggoner	Late postmaster, East New York, N. Y., for rent in 1864, 1865, and 1866.	175 00
16	E. H. Shelley	Postmaster, Rome, N. Y., for rent in 1st quarter 1867.	83 33
20	J. P. Fessenden	Postmaster, Lewiston, Maine, for light in 2d quarter 1867.	3 38
31	William Gamble	Postmaster, Kossuth, Ohio, for expenses incurred in apprehending mail robber.	3 00

No. 5.—Statement of payments made by the Post Office Department, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1867.			
Feb. 8	Wm. McNair	Late postmaster, Minneapolis, Minn., for rent and repairs in 4th quarter 1866 and 1st quarter 1867.	\$310 16
	C. Aldrick	Postmaster, Minneapolis, Minn., for rent and repairs in 2d quarter 1867.	140 44
21	J. J. Hochstetter	Postmaster, Nebraska City, Mo., for rent, fuel, light, &c., in 4th quarter 1866 and 1st, 2d, 3d, and 4th quarters 1867.	430 45
26	H. W. Davis	Late postmaster, Portland, Oregon, for rent, gas, &c., from 4th quarter 1861 to 2d quarter 1864.	1,414 85
	A. P. Richardson	Late postmaster, Jefferson City, Mo., for rent, fuel, and light in 1st quarter 1867.	72 62
	H. W. Davis	Late postmaster, Portland, Oregon, for rent and gas from 3d quarter 1864 to 4th quarter 1865.	819 50
Mar. 13	D. Tidball	Postmaster, Newcastle, Pa., for rent and fuel in 3d and 4th quarters 1867.	131 11
19	Edwin Heath	Postmaster, Oshkosh, Wis., for rent and fuel in 3d and 4th quarters 1867.	138 50
24	H. Major	Special agent and acting postmaster, Newburg, N. Y., for stationery and printing in 4th quarter 1867.	7 30
Apr. 21	James McQuade	Late postmaster, Utica, N. Y., for stationery in 1st quarter 1867.	1 75
23	W. L. Burt	Postmaster, Boston, Mass., for premium paid on coin draft, favor of the postmaster general of New Brunswick.	12 70
	W. L. Burt	Postmaster, Boston, Mass., for expenses incurred in arresting mail robber.	10 00
27	A. T. Whittlesey	Postmaster, Evansville, Ind., for stationery and light in 4th quarter 1867.	48 60
29	E. J. C. Bushnell	Postmaster, Sterling, Ill., for rent in 4th quarter 1867.	37 50
May 11	W. H. Inman	Postmaster, Crockett's Bluff, Ark., for expenses incurred in collecting sundry drafts.	14 41
20	S. J. Bowen	Late postmaster, Washington, D. C., for fuel and light in 4th quarter 1867 and 1st quarter 1868.	1,367 00
June 11	E. Heath	Postmaster, Oshkosh, Wis., for fuel and rent in 1st quarter 1868.	84 49
12	W. H. DeCosta	Postmaster, Charlestown, Mass., for rent in 1st quarter 1868.	50 00
17	E. B. Pendleton	Postmaster, Westerly, R. I., for rent in 1st quarter 1868.	125 00
July 1	S. H. Fletcher	Postmaster, Topeka, Kansas, for rent from 3d quarter 1866 to 4th quarter 1867.	600 00
2	C. Cullam	Postmaster, Meadville, Pa., for rent in 1st quarter 1868.	150 00
10	J. Fry	Postmaster, Columbia, Pa., for rent in 2d quarter 1868.	62 50
13	S. B. Morgan	Postmaster, West Meridian, Conn., for rent and fuel from August 28, 1867, to March 31, 1868.	274 13
20	H. M. Smith	Postmaster, Vincennes, Ind., for repairs in 3d quarter 1865.	12 70
Sept. 9	W. D. Massie	Postmaster, Alexandria, Va., for stationery, &c., in 2d quarter 1868.	9 25
	S. G. Trott	Postmaster, Charleston, S. C., for gas in 1st and 2d quarters 1868.	57 23
16	E. H. Reed	Postmaster, Jacksonville, Fla., for rent in 2d quarter 1867.	120 00
17	A. S. Allen	Postmaster, Berea, Ohio, for amount paid A. J. Broadwell for services as marshal of the United States for the eastern district of Ohio, in arresting mail robber.	5 40
18	J. H. McClelland	Postmaster, Elkton, Md., for printing, binding, and stationery in 2d quarter 1868.	64 24
21	D. Tidball	Postmaster, Newcastle, Pa., for rent in 2d quarter 1868.	75 00
23	E. G. Randall	Postmaster, Portland, Oregon, for rent and gas in 1st quarter 1868.	313 75
25	T. Bissell	Postmaster, Pensacola, Fla., for repairs in 1st and 2d quarters 1866.	78 95

Amounts paid by the department on warrants and charged to miscellaneous accounts, viz :

Date.	To whom paid.	For what object.	Amount.
1867.			
Oct. 2	Jessup & Moore	For hemp twine furnished at New York during the third quarter of 1867.	\$742 50
7	George F. Nesbitt	For office envelopes furnished Post Office Department during the third quarter of 1867.	4,181 14
	John Sprout	For jute twine furnished in third quarter of 1867.	4,680 00
12	James Kelly	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	40,000 00

REPORT OF THE POSTMASTER GENERAL.

Amounts paid by the department on warrants, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1867			
Oct. 22	Wm. Van Vleck.....	For preparing manuscript lists of post offices in the United States to October 19, 1867.	\$1,200 00
29	Delos Lake.....	For services as attorney of the United States for the district of California in twenty-five cases.	125 00
30	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	40,000 00
31	Bennett Pike.....	For services as attorney of the United States for the western district of Missouri in two cases.	10 00
	Charles P. Redmond.....	For services as clerk of the United States court for the district of Arkansas in two cases.	16 00
Nov. 11	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	40,000 00
13	Bev. Clark.....	For amount paid George F. Nesbitt for stationery furnished blank agency at New York September 5, 1867.	6 30
19	Jessup & Moore.....	For hemp twine furnished during third quarter of 1867.	992 50
Dec. 2	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	50,000 00
9	Robert Leachman.....	For services as attorney of the United States for the southern district of Mississippi in ten cases.	145 00
16	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	60,000 00
27	D. F. Corbin.....	For services as attorney of the United States for the district of South Carolina in seventeen cases.	270 00
28	John W. Holcomb.....	For services as commissioner of the court of chancery of Upper Canada in taking testimony in the case of the United States <i>vs.</i> Boyd and Arthurs.	250 00
1868.			
Jan. 2	George F. Nesbitt.....	For office envelopes and stationery furnished during the fourth quarter of 1867.	4,419 21
6	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	50,000 00
10	George F. Nesbitt & Co.....	For stationery furnished stamp agency at New York October 16 and Nov. 12, 1867.	70 50
16	D. H. Starbuck.....	For services as attorney of the United States for the district of North Carolina in sixteen cases.	390 00
	Thomas B. Wallace.....	For services as marshal of the United States for the western district of Missouri in ten cases.	161 56
22	J. Gayler.....	For two hundred copies of the United States mail for October, 1867, at \$8 per hundred; also for furnishing one copy for January, 1868, to each postmaster in the United States. \$200.	216 00
23	Charles P. Redmond.....	For services as clerk of the United States court for the eastern district of Arkansas in twelve cases.	122 60
27	William Douglass.....	For services as attorney of the United States for the western district of Missouri in one case; prosecution for violation of postal laws.	50 00
Feb. 7	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	50,000 00
10	Fairbanks & Co.....	For letter balances furnished December 6, 1867.	250 00
	W. Campbell.....	For services as attorney of the United States for the district of Nevada in two cases.	40 00
14	National Bank Note Co.....	For printing and binding draft books, furnishing stock, &c., February 10, 1868.	669 50
19	Samuel A. Riggs.....	For services as attorney of the United States for the district of Kansas in three cases.	60 00
27	Jessup & Moore.....	For hemp twine delivered February 23, 1868.	992 50
Mar. 2	George F. Nesbitt.....	For envelopes ordered by the Post Office Department and purchased in open market.	3,361 00
4	John Whytock.....	For services as attorney of the United States for the eastern district of Arkansas in thirteen cases.	260 00
11	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	50,000 00
21	Dempsey & O'Toole.....	For twine furnished February 17 and 21, 1868.	1,950 00
23	John Whytock.....	For services as attorney of the United States for the eastern district of Arkansas in one case.	5 00
Apr. 2	Bennett Pike.....	For services as attorney of the United States for the western district of Missouri in six cases.	105 00
	James Kelly.....	Postmaster at New York, N. Y., to pay money orders, under the provisions of section 9 of the act of May 17, 1864.	50,000 00
	George F. Nesbitt.....	For office and dead-letter envelopes furnished March 31, 1868.	5,494 48
12	Hon. T. W. Ferry.....	For expenses to New York connected with an examination of overland mail contract.	30 00
	Hon. R. W. Clark.....	For similar expenses, same examination.	30 00

REPORT OF THE POSTMASTER GENERAL.

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Amount paid by the department on warrants, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1868.			
Apr. 19	Hon. G. V. Lawrence.....	For similar expenses, same examination.....	\$30 00
	Hon. John Hill.....	do.....do.....	30 00
	Hon. W. S. Lincoln.....	For expenses to New York as member of the post office committee—two trips.	79 00
13	J. P. M. Epping.....	For services as marshal of the United States for the district of South Carolina in three cases.	125 72
21	Fairbanks & Co.....	For letter balances furnished April 11, 1868.....	150 00
25	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	50,000 00
May 6	Dempsey & O'Toole.....	For twine furnished May 4, 1868.....	2,310 00
21	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	50,000 00
25	R. Leachman.....	For services as attorney of the United States for the southern district of Mississippi, in six cases.	55 00
June 12	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	50,000 00
15	National Bank Note Co.....	For printing and binding draft and warrant books, furnishing stock, &c., June 12, 1868.	860 00
July 3	D. McClelland.....	For engraving, printing, and coloring post-route maps of the States of New York, Pennsylvania, New Jersey, Delaware, and Maryland.	4,666 10
	George F. Nesbitt.....	For envelopes furnished during the months of March, April, May, and June, 1868.	11,065 39
	R. T. Bryan.....	For use and right to use, revise and reprint, his monthly and daily pay tables of salaries, &c.	500 00
	J. P. M. Epping.....	For services as marshal of the United States for the district of South Carolina, in thirty-two cases.	331 61
8	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	60,000 00
9	E. B. Olmsted.....	Disbursing clerk, Post Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, and salaries of draughtsman for April, May and June, 1868.	1,718 61
10	John Whytock.....	For services as attorney of the United States for the eastern district of Arkansas, in five cases.	100 00
14	E. D. Ham.....	For services as attorney of the United States for the district of Arkansas, in four cases.	80 00
20	D. H. Starbuck.....	For services as attorney of the United States for the district of North Carolina, in fifteen cases.	300 00
21	D. R. Goodloe.....	For services as marshal of the United States for the district of North Carolina, in twelve cases.	628 70
24	Isaac C. Mills.....	For services as marshal of the United States for the eastern district of Arkansas, in eight cases.	130 20
Aug. 3	Daniel Horibeck.....	For services as clerk of the United States courts for the district of South Carolina, in three cases.	27 00
4	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	50,000 00
5	Levi Jones.....	For services as clerk of the United States courts for the eastern district of Texas, in seven cases.	44 00
11	Dempsey & O'Toole.....	For twine furnished July 9, 1868.....	1,050 00
17	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	50,000 00
Sept. 2	George McRae.....	For twine furnished June 8, May 30, and July 31, 1868..	2,250 00
4	Dempsey & O'Toole.....	For twine furnished September 4, 1868.....	1,050 00
14	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	50,000 00
15	J. O. Churchill.....	For services as clerk of the United States courts for the western district of Arkansas, in six cases.	34 05
16	Dempsey & O'Toole.....	For twine furnished September 16, 1868.....	1,050 00
17	Albert Zelter.....	For services as marshal of the United States for the district of Oregon, in one case.	28 58
17	National Bank Note Co.....	For printing drafts, furnishing paper and binding same, September 10, 1868.	54 00
24	James Kelly.....	Postmaster at New York, N. Y., to pay money orders under the provisions of section 9 of the act of May 17, 1864.	80,000 00
30	Dempsey & O'Toole.....	For twine furnished September 21, 1868.....	1,050 00

Amounts paid by the department on drafts, and charged to miscellaneous account, viz :

Date.	To whom paid.	For what object.	Amount.
1867.			
Oct. 23	Charles C. Ricketts.....	For services as attorney of the U. S. for the district of Missouri, in prosecution of violation of postal laws.	\$100 00
24	Hon. Alex. W. Randall.....	Postmaster General, for expenses to New York and Boston upon official business.	57 00
Nov. 6	Fairbanks & Co.....	For letter balances furnished October 15, 1867.....	78 00
12	A. F. Lee.....	For amount paid C. F. S. Thomas for stationery furnished blank agency at Buffalo, N. Y.	11 75
20	M. D. Browning.....	For services as attorney of the United States for the district of Iowa, in two cases.	40 00
Dec. 9	Fairbanks & Co.....	For letter balances furnished November 25, 1868.....	78 00
1868.			
Jan. 2	W. L. Nicholson.....	For preparing the manuscript and computations of tables of distances, by mail routes, to be appended to the Post Office Directory.	100 00
25	David Price.....	Late postmaster at Newark, N. J., for amount paid Parker & Keasbey, attorneys, for services rendered, and costs of court, in suit against the late postmaster for refusing to deliver a large number of letters to a lottery swindler, the same having been returned to the dead-letter office.	65 00
Feb. 5	T. B. Peddie.....	For letter-carriers' pouch, (large size as sample).....	4 00
Mar. 10	D. W. Middleton.....	Clerk of Supreme Court of the U. S., for certified copies of the transcripts of the records, in two cases.	14 00
10	J. J. Byrne.....	For services as marshal of the United States for the eastern district of Texas, in six cases.	122 40
10	William L. Joy.....	For services as attorney of the United States for the district of Dakota, in one case.	20 00
28	T. M. Atherton.....	For services as attorney of the U. S. for the district of Iowa, in prosecution of violation of postal laws.	20 00
April 2	George McRae.....	For hemp twine furnished March 9, 1868.....	450 00
2	Hon. Alex. W. Randall.....	Postmaster General, for expenses to New York upon official business.	45 00
14	Charles Eaton.....	For services as marshal of the United States for the district of Minnesota, violation of postal laws.	635 50
18	D. J. Baldwin.....	For services as attorney of the United States for the eastern district of Texas, in two cases.	40 00
21	B. Chambers, jr.....	For letter balances furnished April 20, 1868.....	275 00
24	A. C. Sands.....	For services as marshal of the United States for the southern district of Ohio, in three cases.	60 25
28	R. C. Jackson.....	For fare paid from New York to New Haven while on duty as postal railway clerk.	2 25
30	Hon. Alex. W. Randall.....	Postmaster General, for expenses to New York, for consultation with Post Office Committee of House of Representatives.	30 00
May 1	N. J. Riddick.....	For services as clerk of United States court for the district of North Carolina, in five cases.	32 65
2	M. D. Browning.....	For services as attorney of the United States for the district of Iowa, in three cases.	60 00
9	F. J. Dickman.....	For services as attorney of the United States for the northern district of Ohio, in one case.	10 00
14	J. M. McGrew.....	Chief clerk of Auditor's office, for expenses incurred in investigating the account of the postmaster at Brooklyn, New York, May 12, 1868.	9 75
June 1	Dempsey & O'Toole.....	For twine furnished June 1, 1868.....	2, 100 00
9	R. McP. Smith.....	For services as attorney of the United States for the middle district of Tennessee, in one case.	20 00
July 14	B. Chambers, jr.....	For letter balances furnished this day.....	370 00
21	Hiram Willey.....	For services as attorney of the United States for the district of Connecticut, in one case.	20 00
25	A. P. Blocker.....	For services as marshal of the United States for the western district of Texas, in nine cases.	260 25
Aug. 3	Alfred Kilgore.....	For services as attorney of the United States for the district of Indiana, in three cases.	60 00
5	Levi Jones.....	For services as clerk of the United States court for the district of Texas, in seven cases.	23 85
5	Earl Bill.....	For similar service for the northern district of Ohio, in one case.	9 60
5	D. J. Baldwin.....	For services as attorney of the United States for the eastern district of Texas, in one case.	10 00
12	Samuel A. Riggs.....	For services as attorney of the United States for the district of Kansas, in two cases.	25 00
18	G. V. N. Lothrop.....	For retainer in the case of U. S. vs. C. F. Thomas et al., for frauds on the revenue of the Post Office Department.	500 00
Sept. 9	Alfred Kilgore.....	For services as attorney of the United States for the district of Indiana, in five cases.	100 00
10	N. J. Riddick.....	For services as clerk of the United States court for the district of North Carolina, in 13 cases.	75 05
12	Harry Thompson.....	For services as marshal of the United States for the northern district of Ohio, in one case.	31 47
17	A. J. Ballard.....	For services as clerk of the United States court for the district of Kentucky, in two cases.	11 90

Amount allowed to the postmasters at the principal offices of the United States for incidental expenses of their offices, actually and necessarily incurred, such as rent, fuel, stationery, lights, office repairs, printing, gas fixtures, &c.

Third quarter 1867	\$73,821 47
Fourth quarter 1867	99,594 54
First quarter 1868	93,266 54
Second quarter 1868	108,335 61
	<u>381,018 16</u>
Total miscellaneous payments.....	<u>1,340,351 19</u>

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

No. 6.—Summary of principal labors.

The following brief summary indicates, partially, the chief labors performed by the office during the last fiscal year:

The number of accounts of late postmasters of the fiscal year, requiring the final adjustment of their respective accounts.....	7,591
The number of accounts of late postmasters prior to July 1, 1867.....	28,342
The number of accounts of present postmasters.....	26,481
The number of quarterly accounts of postmasters adjusted, audited, and registered.....	97,169
The number of accounts of mail contractors audited and reported for payment.....	24,646
The number of accounts of route, special, and local mail agents, &c, audited and reported for payment.....	9,687
The number of accounts of special contractors and mail messengers audited and reported for payment.....	16,756
The number of accounts of special agents audited and reported for payment.....	446
The number of miscellaneous accounts audited and reported for payment.....	404
The number of accounts of United States attorneys and marshals, and of clerks of the United States courts, adjusted and reported for payment.....	34
The number of accounts for advertising audited and reported for payment.....	144
The number of suits instituted.....	309
The number of judgments obtained in favor of the United States.....	278
The number of collection orders issued to mail contractors.....	75,546
The number of collection drafts issued.....	8,103
The number of department drafts countersigned and registered.....	14,506
The number of department warrants countersigned and registered.....	4,932
The number of certificates of deposits made by postmasters with other postmasters examined and registered.....	2,607
The number of letters received.....	145,396
The number of letters prepared, recorded, and mailed.....	109,055
The number of folio-post pages of correspondence recorded in the collection book..	4,465
The number of pages recorded in miscellaneous book.....	645
The number of pages recorded in suit book.....	905
The number of pages recorded in report book.....	190
The number of accounts on the ledgers.....	61,291
The number of corrected quarterly accounts of postmasters re-examined, copied, restated, and mailed.....	24,190
The number of letter-carriers' accounts settled.....	4,400
The number of money-order accounts settled.....	63,128
The number of letters written and mailed relating to money-order affairs.....	1,295
Amount collected on drafts issued on late postmasters.....	\$143,992 92
Amount collected on orders issued in favor of mail contractors.....	2,084,691 05
Amount collected on drafts issued on mail contractors.....	19,283 09
Amount collected from mail and special messengers' offices.....	337,184 82
Amount collected by suit.....	32,148 48
Amount of deposits made by postmasters with other postmasters.....	437,193 02

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

No. 7.—Statement showing the transactions of the money order

States.	Number of orders issued.	Balance from last quarter.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due postmasters.
				Total fees received.	Premiums.		
Alabama.....	8,064	\$1,452 74	\$184,980 87	\$1,327 70	.....	\$150 00	.....
Arkansas.....	4,321	724 63	131,332 16	825 75	.....	2,000 00	.....
California.....	24,323	44,522 52	836,019 05	4,943 85	.....	622,284 00	.....
Colorado.....	1,577	1,513 98	32,234 52	243 00	.....	.....	.....
Connecticut.....	17,735	4,849 03	310,407 80	2,531 10	.....	127,044 41	\$5 25
Dakota Territory.....	227	.....	6,361 48	41 85	.....	.....	.....
Delaware.....	2,942	1,072 65	51,275 01	420 65	.....	950 00	.....
District of Columbia.....	11,820	2,673 50	258,244 28	1,862 65	.....	48,062 22	.....
Florida.....	5,702	5,240 45	212,119 15	1,208 65	.....	.....	.....
Georgia.....	9,703	2,354 13	196,981 27	1,493 00	.....	220,752 00	.....
Idaho Territory.....	2,410	5,412 30	98,726 04	541 65	.....	2,582 00	.....
Illinois.....	86,738	21,916 42	1,483,787 99	12,155 50	.....	1,004,819 02	3 54
Indiana.....	50,261	13,792 09	810,181 61	6,852 45	.....	196,375 99	303 49
Iowa.....	36,678	9,084 32	605,071 52	5,080 60	\$1 00	119,747 00	9 16
Kansas.....	9,363	4,232 50	197,751 62	1,452 85	.....	25,480 00	71 88
Kentucky.....	10,697	1,697 95	186,842 58	1,527 50	.....	51,342 25	.....
Louisiana.....	9,647	14,745 47	267,232 88	1,681 65	.....	201,729 12	.....
Maine.....	12,703	5,756 32	314,178 34	2,164 95	.....	172,101 61	.....
Maryland.....	12,886	5,321 59	250,146 01	1,921 75	.....	303,251 91	.....
Massachusetts.....	32,792	8,947 82	695,365 48	5,107 40	.....	1,037,398 09	28 02
Michigan.....	39,297	12,716 74	682,584 08	5,518 85	1 50	304,218 06	.....
Minnesota.....	15,781	2,750 09	300,042 22	2,241 05	.....	72,299 22	.....
Mississippi.....	5,052	2,324 16	122,340 83	880 90	.....	150 00	.....
Missouri.....	26,534	12,656 85	491,644 90	3,861 75	.....	545,767 17	10 61
Montana Territory.....	1,272	2,894 20	46,228 69	289 25	.....	.....	.....
Nebraska.....	4,233	1,011 97	91,059 90	667 55	.....	.....	.....
Nevada.....	3,386	4,097 06	136,284 76	757 65	.....	1,140 00	.....
New Hampshire.....	8,409	2,689 38	180,476 32	1,330 85	.....	22,900 00	.....
New Jersey.....	15,574	5,074 70	299,983 02	2,330 05	.....	51,600 00	104 27
New York.....	95,112	54,959 79	1,658,300 34	13,468 10	.....	3,349,939 24	458 10
North Carolina.....	5,154	289 82	109,927 26	818 80	.....	1,900 00	.....
Ohio.....	78,875	18,707 08	1,376,186 08	11,590 85	.....	888,640 00	19 99
Oregon.....	3,614	4,317 85	119,047 49	691 85	.....	1,482 00	.....
Pennsylvania.....	72,061	22,384 07	1,302,652 43	10,759 85	.....	900,518 39	.....
Rhode Island.....	6,282	1,353 05	119,717 49	925 60	.....	40,756 91	19 50
South Carolina.....	4,363	1,920 88	94,503 29	689 05	4 51	10,247 00	3 78
Tennessee.....	13,241	1,333 93	278,606 94	2,065 00	04	142,759 00	.....
Texas.....	4,301	.....	140,094 44	839 50	.....	6 00	.....
Utah.....	916	1,530 16	94,384 42	160 85	.....	.....	.....
Vermont.....	10,515	4,049 50	179,892 44	1,477 50	.....	7,200 00	.....
Virginia.....	13,126	1,715 87	280,092 55	1,877 10	8 94	209,776 25	19 45
Washington Territory.....	1,133	2,245 15	45,241 90	249 00	.....	4,000 00	.....
West Virginia.....	5,980	915 96	109,515 45	674 85	.....	2,050 00	.....
Wisconsin.....	47,137	12,222 17	906,807 47	6,984 20	20	606,378 65	.....
	831,937	329,470 90	16,197,858 47	124,487 00	16 19	11,302,391 58	1,057 04

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

REPORT OF THE POSTMASTER GENERAL.

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office of the United States for the fiscal year ending June 30, 1868.

Transferred from postage fund.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to postage fund.	Deposited.	Expenses.	Commissions and clerk hire.	Balance due the United States.	Miscellaneous items.
\$683 85	2,050	\$54,321 03	\$2,157 93	\$550 00	\$126,434 00	\$87 60	\$292 91	\$4,761 69	.....
600 00	877	29,429 34	956 38	500 00	97,698 80	138 65	311 89	6,447 48	.....
1,731 00	7,019	278,574 90	8,459 73	920,119 55	255,896 00	95 74	4,663 12	41,691 38	.....
.....	354	10,849 39	273 75	.....	20,345 00	10 00	.....	2,514 36	.....
16,733 56	14,951	323,056 26	2,737 71	5,000 00	123,870 31	62 65	1,341 15	5,493 07	.....
.....	32	1,160 30	57 40	.....	4,690 00	.....	15 39	480 24	.....
2,335 00	1,687	37,099 05	661 53	.....	17,069 00	38	186 54	1,036 81	.....
200 00	12,661	251,157 79	2,058 60	.....	54,056 00	81 97	1,935 17	1,753 18	.....
.....	582	20,697 92	1,050 58	.....	126,185 37	66 35	428 50	10,139 53	.....
7,250 00	5,429	123,370 47	2,347 89	650 00	289,963 00	134 05	451 22	11,913 77	.....
8 00	442	19,912 49	341 00	.....	75,685 00	.....	205 43	11,126 07	.....
45,356 83	77,663	1,506,514 20	12,543 78	470 00	994,309 61	834 94	5,954 54	45,396 92	\$15 37
12,222 37	22,247	433,293 84	5,473 51	3,597 45	572,211 43	46 24	2,912 53	22,160 04	32 96
27,431 85	20,053	430,336 45	5,307 87	300 00	314,085 67	363 05	2,110 35	13,922 06	.....
6,898 20	4,779	129,641 70	1,891 28	.....	88,739 11	28 90	519 75	15,063 31	.....
6,740 00	7,381	156,319 53	1,664 81	2,060 00	83,392 00	27 70	395 56	4,290 68	.....
275 03	6,219	199,611 32	3,357 87	195,102 00	74,506 90	222 75	486 37	12,376 91	.....
23,814 03	11,117	321,765 76	1,802 00	2,700 00	181,029 60	.....	815 16	9,902 69	.....
1,893 44	16,949	366,155 89	2,033 93	37 00	179,468 50	88 00	469 34	14,285 04	.....
35,914 86	95,860	1,621,653 12	5,911 06	801 16	131,825 65	420 51	4,368 98	17,778 89	2 20
14,123 00	37,063	497,375 22	5,687 65	400 00	487,770 19	88 06	2,072 91	25,768 20	.....
11,181 49	8,766	211,387 59	3,064 06	142 00	162,782 97	12 00	891 62	10,324 68	9 21
1,800 00	1,332	37,254 32	710 86	.....	87,626 01	148 75	264 92	1,471 13	.....
9,279 28	23,712	565,462 33	4,782 48	20 00	474,904 13	166 60	2,617 77	15,267 25	.....
.....	404	17,837 62	115 50	.....	28,457 00	.....	112 00	2,870 02	.....
656 00	1,617	43,509 59	1,026 12	.....	46,817 65	5 00	277 08	1,759 98	.....
.....	533	23,828 50	811 00	.....	112,012 00	152 90	282 37	5,192 70	.....
11,950 00	6,450	155,100 46	991 45	.....	58,772 74	.....	637 90	3,843 87	83
17,601 98	12,581	281,338 78	2,269 76	450 00	84,293 88	40 02	1,128 22	7,145 99	27 37
823,909 61	197,615	3,389,734 41	19,300 54	48,381 40	2,339,624 39	935 28	9,968 60	91,932 94	458 58
3,905 00	2,163	39,638 93	504 84	805 00	70,716 78	11 53	319 22	4,144 58	.....
41,181 86	90,676	1,451,622 13	12,115 69	5,195 00	828,513 39	190 60	5,324 57	33,356 79	7 69
5,535 00	1,553	61,378 06	219 00	.....	55,752 00	12 33	307 14	6,405 06	.....
21,577 00	80,730	1,448,250 27	11,765 31	100 00	760,669 51	97 55	5,831 33	30,761 77	.....
3,525 00	4,360	106,481 77	1,656 83	.....	55,357 91	25 70	620 73	2,154 61	.....
4,500 00	2,691	66,609 59	635 03	.....	42,390 00	12 75	139 09	2,082 05	.....
700 00	6,114	146,072 68	2,793 26	.....	266,225 00	18 50	1,274 42	9,081 05	.....
7,534 54	1,099	38,420 25	971 89	28,548 00	71,716 21	30 46	233 55	9,148 12	.....
400 0	232	7,765 76	45 00	400 00	15,838 00	.....	63 33	2,363 34	.....
15,515 00	5,632	122,879 40	1,054 40	.....	72,894 57	.....	653 63	4,644 52	7 92
12,573 89	8,827	196,070 87	2,354 97	163 89	261,152 01	117 75	597 90	5,706 68	.....
.....	546	25,908 13	948 00	.....	23,153 00	.....	115 34	1,611 56	.....
697 00	2,140	47,186 39	777 24	100 00	62,485 75	.....	350 30	3,149 13	4 55
8,409 40	31,132	672,467 31	6,344 43	800 00	830,071 00	298 44	3,304 22	29,516 69	.....
1,205,253 01	836,940	15,976,501 11	142,035 92	1,217,392 45	11,191,457 04	5,073 68	65,271 36	562,235 95	566 68

H. J. ANDERSON, Auditor.

No. 8.—*Statement showing the revenue accruing to the money order department for the fiscal year ending June 30, 1868.*

Total amount of fees received.....	\$124,487 00	
Total amount received for premium on drafts.....	16 19	
Commissions and clerk hire allowed postmasters.....		\$65,271 36
Lost remittances.....		1,769 00
Incidental expenses.....		3,304 68
Net revenue.....		54,158 15
Total.....	124,503 19	124,503 19

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 27, 1868.*

No. 9.—*Statement showing the receipts and expenditures of the money order department for the fiscal year ending June 30, 1868.*

RECEIPTS.

Balance in hands of postmasters, June 30, 1867.....	\$329,470 90*
Amount received for money orders issued.....	16,197,858 47
Amount received for fees.....	124,487 00
Amount received for premium on drafts.....	16 19
Amount received on deposit and drafts.....	11,302,391 58
Amount due postmasters.....	1,057 04
Amount transferred from postage fund.....	1,205,253 01

DISBURSEMENTS.

Amount of money orders paid.....	\$15,976,501 11
Amount of money orders repaid.....	142,035 92
Amount transferred to postage fund.....	1,217,392 45
Amount deposited at first-class offices.....	11,191,457 04
Amount of incidental expenses.....	3,304 68
Amount allowed for lost remittance.....	1,769 00
Amount allowed for clerk hire and commissions.....	65,271 36
Miscellaneous items.....	566 68
Balance in hands of postmasters June 30, 1868.....	562,235 95
Total.....	29,160,534 19

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 27, 1868.*

*The discrepancy between the balance in hands of postmasters June 30, 1867, and the balance as shown by this statement, is occasioned by not including certain offices on the Pacific coast in this report, in consequence of the non-receipt of statements from said offices.

No. 10.—*Amount of letter postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1868.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$20,808 81	\$33,482 81	\$114,271 45	90 00	\$168,653 07
Miscellaneous line.....	12,102 94	36,354 57	81,766 55	82 32	130,306 38
Canadian line.....	2,928 73	13,396 47	16,612 73	10,735 63	43,673 56
German Lloyd.....	4,262 55	12,268 81	23,906 09	41 52	40,478 97
Hamburg line.....	1,449 74	4,419 66	10,962 98	12 94	16,844 62
New York and Havre line.....	768 20	3,022 91	6,844 16	12 64	10,647 91
Baltimore and Liverpool St'ship Co.....	101 47	806 56	86 08	1,483 16	2,331 27
Totals.....	42,422 44	103,805 71	254,450 04	12,457 51	413,135 78
Amount received.....	\$146,228 23		\$266,907 55		

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$470 01	\$143,734 40	\$6,780 41	\$26,781 94	\$177,766 79
Miscellaneous line.....	582 65	99,058 15	3,163 63	16,684 10	119,488 53
Canadian line.....	31 26	13,611 71	1,364 84	1,259 04	16,266 85
German Lloyd.....	235 08	56,496 22	2,639 83	14,346 63	73,717 66
Hamburg line.....	171 18	40,805 08	666 23	7,205 54	48,848 03
New York and Havre line.....	20 49	7,480 22	267 23	1,669 34	9,437 28
Baltimore and Liverpool St'ship Co.....		53 40	89 28	16 68	159 36
Totals.....	1,510 67	361,239 18	14,971 58	67,963 27	445,684 70
Amount sent.....	\$377,721 43			\$67,963 27	

Amount collected in the United States.....	\$523,949 66
Amount collected in the United Kingdom.....	334,870 82
Total.....	858,820 48
Excess collected in the United States.....	\$189,078 84
Compared with last fiscal year, (decrease).....	241,449 10

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No. 11.—Amount of letter postage on Prussian mails received in and sent from the United States during the fiscal year ended June 30, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$7,261 80	\$36,443 40	\$11,481 61	.....	\$55,186 81
Miscellaneous line.....	2,970 87	19,035 54	5,692 85	.....	37,699 26
German Lloyd.....	5,143 02	28,540 19	7,900 76	.....	41,583 97
Hamburg line.....	1,356 40	8,860 21	2,350 01	.....	12,567 12
New York and Havre line.....	412 12	2,764 56	722 90	.....	3,899 00
Canadian line.....	3 29	.....	3 08	.....	6 37
Totals.....	17,147 50	95,644 42	28,151 21	.....	140,943 13
Amount received.....	\$112,791 92	.....	\$23,151 21	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$67 62	\$30,847 23	.....	\$13,483 68	\$44,398 53
Miscellaneous line.....	62 24	23,096 89	.....	5,873 83	29,032 96
German Lloyd.....	.....	14,655 34	.....	2,361 85	17,017 19
Hamburg line.....	.....	12,859 44	.....	1,382 68	14,242 12
New York and Havre line.....	.....	2,137 81	.....	442 80	2,580 61
Totals.....	129 86	83,596 71	.....	23,544 84	107,271 41
Amount sent.....	\$83,726 57	.....	.....	\$23,544 84	.....

Amount collected in the United States.....	\$196,518 49
Amount collected in Prussia.....	51,696 06
Total.....	248,214 54
Excess collected in the United States.....	\$144,822 44
Compared with the last fiscal year.....	53,999 72

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No. 12.—Amount of letter postage collected on French mails received in and sent from the United States during the fiscal year ended June 30, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$6,502 15	\$7,834 63	\$24,976 35	\$48 57	\$39,211 70
Miscellaneous line	3,058 64	5,295 53	14,233 27	135 45	22,722 89
Canadian line	961 20	1,942 86	2,921 95	1,706 75	7,532 76
German Lloyd	3,861 25	7,707 76	17,141 62	32 03	28,742 66
Hamburg line	1,327 01	2,243 06	5,998 71	9 40	9,578 18
French line, (direct)	4,065 03	6,307 39	16,088 95	21 30	26,482 67
New York and Havre line	471 23	828 69	2,056 51	5 97	3,362 40
Baltimore and Liverpool S'tship Co	87	37 71	3 90	57 75	100 23
Totals	20,247 38	32,047 63	83,421 26	2,017 22	137,733 49
Amount received	\$52,295 01		\$25,438 48		

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$36,534 80	\$218 53	\$1,540 41	\$15,904 51	\$54,198 05
Miscellaneous line	8,476 64	2,703 18	1,174 08	5,865 06	18,018 96
Canadian line	1,849 85	267 18	256 83	721 69	3,095 75
German Lloyd	10,474 72	4,030 26	468 33	10,793 20	25,766 51
Hamburg line	10,432 07	17 34	220 29	4,180 94	14,850 64
French line, (direct)	17,334 62	81 63	655 16	7,356 45	25,427 86
New York and Havre line	4,198 05		210 57	2,056 39	6,465 01
Baltimore and Liverpool S'tship Co					
Totals	89,300 55	7,318 12	4,525 67	46,678 44	147,822 78
Amount sent	\$101,144 34			\$46,678 44	

Amount collected in the United States	\$153,439 35
Amount collected in France	132,116 92
Total	285,556 27
Excess collected in the United States	\$21,322 43
Compared with the last fiscal year, (decrease)	14,566 18

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REPORT OF THE POSTMASTER GENERAL.

No. 13.—Amount of letter postage on Belgian mails received in and sent from the United States during the fiscal year ended June 30, 1888.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$371 62	\$484 77	\$1,691 34	\$2 50	\$2,550 23
Miscellaneous line	251 44	320 14	1,080 89		1,652 47
Canadian line	51 78	73 61	260 91		386 30
German Lloyd	218 30	314 60	996 85		1,529 75
Hamburg line	74 24	110 41	402 33		586 98
New York and Havre line	63 18	75 06	224 10		362 34
Belgian line, (direct)	39 00	34 80	98 25		172 05
Totals	1,069 56	1,413 39	4,754 67	2 50	7,240 12
Amount received	\$2,482 95		\$4,757 17		

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$7 65	\$1,467 97		\$1,061 63	\$2,537 25
Miscellaneous line		938 60		453 16	1,391 76
Canadian line		31 84		7 31	39 15
German Lloyd		599 70		667 65	1,267 35
Hamburg line		585 24		378 57	963 81
New York and Havre line		107 73		118 53	226 26
Belgian line, (direct)		3 90	\$2 70	6 75	13 35
Totals	7 65	3,734 98	2 70	2,693 60	6,438 93
Amount sent	\$3,745 33			\$2,693 60	

Amount collected in Belgium	\$7,450 77
Amount collected in the United States	6,228 26
Total	13,679 05
Excess collected in Belgium	\$1,222 49
Compared with the last fiscal year (decrease)	3,180 75

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No. 14.—Amount of letter postage on Bremen mails received in and sent from the United States during the fiscal year ended June 30, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
German Lloyd	\$6,597 21	\$29,556 60	\$38,188 15	.....	\$74,341 96
North American Lloyd.....	.....	.....	.....	.....	.....
Totals.....	6,597 21	29,556 60	38,188 15	.....	74,341 96
Amount received	\$36,153 81	.....	\$38,188 15	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
German Lloyd	\$185 09	\$25,170 76	.....	\$13,300 36	\$89,656 21
North American Lloyd.....	.....	1,315 20	.....	67 70	1,382 90
Totals.....	185 09	86,485 96	.....	13,368 06	100,039 11
Amount sent	\$86,671 05	.....	.....	\$13,368 06	.....

Amount collected in the United States	\$122,824 86
Amount collected in Bremen	51,556 21
Total.....	174,381 07
Excess collected in the United States	\$71,268 65
Compared with the last fiscal year, (increase)	20,033 05

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No. 15.—Amount of letter postage on Hamburg mails received in and sent from the United States during the fiscal year ended June 30, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg line	\$3,769 27	\$14,683 71	\$21,666 48	.....	\$40,119 46
Amount received	\$18,452 98	.....	\$21,666 48	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg line	\$147 88	\$57,959 12	.....	\$9,864 87	\$67,971 87
Amount sent	\$58,167 00	.....	.....	\$9,864 87	.....

Amount collected in the United States	\$76,559 98
Amount collected in Hamburg	31,531 35
Total.....	108,091 33
Excess collected in the United States	\$45,028 63
Compared with the last fiscal year, (increase)	12,299 69

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No. 16.—*Amount of letter postage on Netherlands mails received in and sent from the United States during the last six months of the fiscal year ended June 30, 1868.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$81 65	\$424 51	\$448 05	.....	\$854 21
Miscellaneous line	73 60	485 71	368 90	.....	928 21
German Lloyd	88 80	567 91	451 05	.....	1,107 76
Hamburg line	41 40	302 75	248 55	.....	592 70
Canadian line	2 70	23 20	12 00	.....	37 90
Totals	288 15	1,804 68	1,528 55	.....	3,620 78
Amount received	\$2,092 23	.....	\$1,528 55	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$780 15	.....	\$339 09	\$1,119 24
Miscellaneous line	947 65	.....	400 02	1,347 67
German Lloyd	499 50	.....	240 90	740 40
Hamburg line	462 75	.....	187 75	650 50
Totals	2,690 05	.....	1,167 76	3,857 81
Amount sent	\$2,690 05	.....	.....	\$1,167 76	.....

Amount collected in the United States	\$4,782 98
Amount collected in the Netherlands	2,646 31
Total	7,429 29
Excess collected in the United States	\$2,085 97

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No. 17.—*Amount of letter postage on Switzerland mails received in and sent from the United States during the last three months of the fiscal year ended June 30, 1868.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$45 10	\$166 60	\$328 68	.....	\$540 38
Miscellaneous line	40 95	230 80	275 05	.....	546 60
German Lloyd	65 40	327 75	483 07	.....	876 22
Hamburg line	67 50	319 80	477 15	.....	864 45
Totals	218 95	1,044 75	1,563 95	.....	2,827 65
Amount received	\$1,263 70	.....	\$1,563 95	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$418 50	.....	\$183 20	\$601 70
Miscellaneous line	706 50	.....	238 70	945 20
German Lloyd	383 25	.....	162 10	545 35
Hamburg line	569 55	.....	200 15	769 70
Totals	2,078 40	.....	784 15	2,862 55
Amount sent	\$2,078 40	.....	.....	\$784 15	.....

Amount collected in the United States	\$3,348 10
Amount collected in Switzerland	2,348 10
Total	5,696 20
Excess collected in the United States	\$894 00

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No. 18.—*Amount of letter postage on Italian mails received in and sent from the United States during the last three months of the fiscal year ended June 30, 1868.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$68 65	\$305 58	\$565 35	.....	\$939 58
Miscellaneous line	73 50	419 15	674 30	.....	1,166 95
German Lloyd	46 25	275 80	444 80	.....	766 25
Hamburg line	7 50	17 05	29 00	.....	53 55
Totals	195 90	1,017 58	1,712 85	.....	2,926 33
Amount received	\$1,213 48	.....	\$1,712 85	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$306 15	.....	\$72 15	\$378 30
Miscellaneous line	539 25	.....	87 50	626 75
German Lloyd	193 05	.....	45 90	238 95
Hamburg line	347 10	.....	38 80	385 90
Totals	1,385 55	.....	244 36	1,629 90
Amount sent	\$1,385 55	.....	.....	\$244 35	.....

Amount collected in the United States	\$2,599 03
Amount collected in Italy	1,957 20
Total	4,556 23
Excess collected in the United States	\$641 83

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No. 19.—*Number of letters exchanged between the United States and the United Kingdom in British mails during the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Cunard line	900,289	925,458
Miscellaneous line	715,455	750,510
Canadian line	191,976	94,287
German Lloyd	233,435	385,912
Hamburg line	100,352	289,118
New York and Havre line	43,923	38,784
Baltimore and Liverpool Steamship Company	10,461	862
Totals	2,195,891	2,484,931
Compared with last fiscal year, increase	136,360
decrease	106,702

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No. 20.—*Number of letters exchanged between the United States and the Kingdom of Prussia in closed mails during the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Cunard line.....	210,869	200,987
Miscellaneous line.....	121,349	170,228
German Lloyd.....	163,916	84,096
Hamburg line.....	57,367	73,179
New York and Havre line.....	12,890	9,344
Canadian line.....	21	.....
Totals.....	566,412	537,834
Compared with last fiscal year, increase.....	1,797	85,690

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No. 21.—*Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1868.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	247,414	343,648	37,501	Not given.
Miscellaneous line.....	141,962	113,542	22,467	Do.
Canadian line.....	45,910	19,429	12,660	Do.
German Lloyd.....	175,370	164,939	45,299	Do.
Hamburg line.....	59,226	93,124	11,232	Do.
French line, (direct).....	159,856	163,436	27,630	Do.
New York and Havre line.....	21,324	41,130	2,911	Do.
Baltimore and Liverpool Steamship Company.....	639	.....	.....	Do.
Totals.....	851,701	939,248	159,700	
Compared with last fiscal year, decrease.....	56,116	11,378	
increase.....	26,663	

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No. 22.—Number of letters exchanged between the United States and Belgium during the fiscal year ended June 30, 1868.

Lines.	Number of letters.	
	Received.	Sent.
Cunard line.....	11,332	12,156
Miscellaneous line.....	7,953	8,059
Canadian line.....	1,564	233
German Lloyd.....	7,149	6,542
Hamburg line.....	2,903	4,899
New York and Havre line.....	1,342	838
Belgian line, (direct).....	1,147	89
Totals.....	33,390	32,816
Compared with last fiscal year, decrease.....	1,136
increase.....	5,071

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No. 23.—Statement of letters and newspapers, with the several postages, received in and sent from the United States to Panama during the fiscal year ended June 30, 1868.

Pacific Mail Steamship Company.	Letters.	Newspapers.	Postage on letters.
Received.....	107,717	47,948	\$14,162 51
Sent.....	117,932	143,964	22,779 42
Totals.....	225,649	191,912	36,941 93
Add newspaper postage, at two cents each.....	.....	.....	3,838 24
Total postages.....	40,780 17
Compared with last fiscal year, increase.....	48,278	50,775	\$7,189 07

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No. 24.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Mexico during the fiscal ended June 30, 1868.*

American and Mexican Mail Steamship Company.	Letters.	Newspapers.	Postage on letters.
Received	12, 495	4, 283	\$1, 691 69
Sent	16, 704	22, 916	1, 670 40
Totals	29, 199	27, 199	3, 362 09
Add newspaper postage, at two cents each			543 98
Total postages			3, 906 07
Compared with last fiscal year, increase	6, 323	2, 552	\$904 12

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No. 25.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Brazil during the fiscal year ended June 30, 1868.*

The United States and Brazil Steamship Company.	Letters.	Newspapers.	Postage on letters.
Received	55, 815	19, 608	\$5, 974 81
Sent	67, 060	63, 808	7, 067 51
Totals	122, 895	83, 476	13, 042 32
Add newspaper postage, at two cents each			1, 669 52
Total postages			14, 711 84
Compared with last fiscal year, increase	35, 376	27, 013	\$4, 509 38

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No. 26.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States and Nicaragua during the fiscal year ended June 30, 1868.*

Central American Transit Company.	Letters.	Newspapers.	Postage on letters.
Received	2, 161	532	\$216 10
Sent	1, 364	819	136 40
Totals	3, 525	1, 351	352 50
Add newspaper postage, at two cents each			27 02
Total postages			379 52
Compared with the last fiscal year, increase	861	197	\$94 38

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No. 27.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States and Venezuela during the fiscal year ended June 30, 1868.*

Venezuela line.	Letters.	Newspapers.	Postage on letters.
Received			
Sent	520	980	\$52 00
Totals	520	980	52 00
Add newspaper postage, at two cents each			1 96
Total postages			53 96
Compared with last fiscal year, decrease.....	2, 284	579	207 66

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No. 28.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States and Belize, Honduras, during the fiscal year ended June 30, 1868.*

Honduras line.	Letters.	Newspapers.	Postage on letters.
Received	3, 855	Not stated.	\$385 50
Sent	1, 280	Not stated.	128 00
Totals	5, 135	Not Stated.	413 50
Add newspaper postage, at two cents each			Nil.
Total postages			413 50

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No. 29.—*Number of letters exchanged between the United States and Bremen during the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
German Lloyd	627, 313	779, 560
North American Lloyd		9, 539
Totals	627, 313	789, 099
Compared with last fiscal year, increase.....	182, 743	92, 959

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No. 30.—*Number of letters exchanged between the United States and Hamburg during the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Hamburg line	337, 440	561, 802
Compared with last fiscal year, increase	54, 200	134, 274

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No. 31.—*Number of letters exchanged between the United States and Netherlands during the last six months of the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Cunard line	5, 615	7, 518
Miscellaneous line	5, 337	9, 048
German Lloyd	6, 381	5, 065
Hamburg line	3, 431	4, 355
Canadian line		212
Totals	20, 764	26, 198

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No. 32.—*Number of letters exchanged between the United States and Switzerland during the last three months of the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Cunard line	3, 286	4, 013
Miscellaneous line	3, 235	6, 321
German Lloyd	5, 243	3, 663
Hamburg line	5, 161	5, 135
Totals	16, 925	19, 132

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No. 33.—*Number of letters exchanged between the United States and Italy during the last three months of the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Cunard line.....	5, 446	2, 522
Miscellaneous line.....	6, 667	4, 196
German Lloyd.....	4, 409	1, 626
Hamburg line.....	315	2, 582
Totals.....	16, 837	10, 926

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No. 34.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to the West India islands during the fiscal year ended June 30, 1868.*

West India steamers.	Letters.	Newspapers.	Postage on letters.
Received.....	379, 509	77, 510	\$50, 564 59
Sent.....	267, 546	124, 178	30, 388 04
Totals.....	647, 055	201, 688	80, 952 63
Add newspaper postage, at two cents each.....			4, 033 76
Total postages.....			84, 986 39
Compared with last fiscal year, increase.....	86, 629	21, 906	\$11, 833 15

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No. 35.—*Statement of letters and newspapers, with the several postages on the mails sent from the United States to China, during the fiscal year ended June 30, 1868.*

Pacific Mail Steamship Company.	Letters.	Newspapers.	Postage on letters.
Sent.....	16, 643	15, 881	\$1, 664 30
Totals.....	16, 643	15, 881	1, 664 30
Add newspaper postage, at two cents each.....			317 62
Total postages.....			1, 981 92
Compared with last fiscal year, increase.....	14, 170	9, 914	\$1, 615 28

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No. 36.—*Statement of letters and newspapers, with the several postages on the mails sent from the United States to Honolulu, during the fiscal year ended June 30, 1868.*

Pacific Mail Steamship Company.	Letters.	Newspapers.	Postage on letters.
Sent.....	9, 252	4, 865	\$925 20
Totals.....	9, 252	4, 865	925 20
Add newspaper postags, at two cents each			97 30
Total postages			1, 022 50

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No. 37.—*Statement of the amount of letter postage on the Nova Scotia and Prince Edward's Island mails received in and sent from the United States during the fiscal year ended June 30, 1868.*

Nova Scotia line.	Unpaid.	Unpaid distributed.	Paid distributed.	Paid stamps.
Received.....	\$252 86	\$263 67		
Sent.....			\$1, 848 98	\$1, 005 24

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1868.*

No. 38.—*Number of letters exchanged between the United States and foreign countries during the fiscal year ended June 30, 1868.*

Countries.	Number of letters.	
	Received.	Sent.
Great Britain.....	2, 195, 891	2, 484, 931
Prussia.....	566, 412	537, 834
France.....	851, 701	939, 248
Belgium.....	33, 390	32, 816
Bremen.....	627, 313	789, 099
Hamburg.....	337, 440	561, 802
Netherlands.....	20, 764	26, 198
Switzerland.....	16, 925	19, 132
Italy.....	16, 837	10, 926
West Indies.....	379, 509	267, 546

No. 38.—*Number of letters exchanged, &c.*—Continued.

Countries.	Number of letters.	
	Received.	Sent.
Panama	107, 717	117, 932
Mexico	12, 495	16, 704
Brazil	55, 815	67, 080
Nicaragua	2, 161	1, 364
Venezuela		520
Belize, Honduras	3, 855	1, 280
China		16, 643
Honolulu		9, 252
Totals	5, 228, 225	5, 900, 307
Compared with last fiscal year, (increase)	242, 392	587, 906

H. J. ANDERSON, *Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1868.*No. 39.—*Amount of postages on mails exchanged between the United States and the British Provinces during the fiscal year ended June 30, 1868.*

Amount on unpaid received	\$32, 676 86	
Amount on paid received	106, 086 26	
		\$138, 763 12
Amount on unpaid sent	25, 565 92	
Amount on paid sent	141, 817 34	
		167, 382 56
Total		306, 145 68
Amount collected in the United States		174, 494 20
Amount collected in the British Provinces		131, 651 48
Excess collected in the United States		42, 842 72
Compared with last fiscal year (decrease)		42, 158 20

H. J. ANDERSON, *Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1868.*No. 40.—*Amounts reported as due the steamers of the Miscellaneous line for services rendered during the fiscal year ended June 30, 1868.*

Third quarter of 1867	\$47, 225 41
Fourth quarter of 1867	57, 276 79
First quarter of 1868	17, 844 73
Second quarter of 1868	16, 054 41
Total amount paid	138, 401 34

Amounts reported as due the steamers of the German Lloyd for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867	\$38, 567 37
Fourth quarter of 1867	39, 603 17
First quarter of 1868	19, 787 60
Second quarter of 1868	15, 469 57
Total amount paid	113, 428 31

Amounts reported as due the steamers of the Canadian line for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$14,893 47
Fourth quarter of 1867.....	17,918 04
First quarter of 1868.....	1,997 51
Second quarter of 1868.....	1,250 59
Total amount paid.....	<u>36,059 61</u>

Amounts reported as due the steamers of the Hamburg line for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$16,979 86
Fourth quarter of 1867.....	15,131 35
First quarter of 1868.....	11,412 55
Second quarter of 1868.....	21,754 33
Total amount paid.....	<u>65,278 11</u>

Amounts reported as due the steamers of the New York and Harre line for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$20,879 51
Fourth quarter of 1867.....	10,105 35
Total amount paid.....	<u>30,984 86</u>

Amounts reported as due the steamers of the Cunard line for services rendered during the fiscal year ended June 30, 1868.

First quarter of 1868.....	\$21,026 42
Second quarter of 1868.....	13,110 56
Total amount paid.....	<u>34,136 98</u>

Amounts reported as due the steamers of the North American Lloyd for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$675 95
Fourth quarter of 1867.....	441 68
Total amount paid.....	<u>1,120 63</u>

Amounts reported as due the steamers of the Baltimore and Liverpool Steamship Company for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$1,721 34
Fourth quarter of 1867.....	594 51
First quarter of 1868.....	11 02
Second quarter of 1868.....	40 73
Total amount paid.....	<u>2,367 60</u>

Amounts reported as due the steamers of the Nova Scotia line for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$1,033 10
Fourth quarter of 1867.....	433 10
First quarter of 1868.....	8 74
Second quarter of 1868.....	210 41
Total amount paid.....	<u>1,685 35</u>

Amounts reported as due the steamers of the Pacific Mail Steamship Company for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$6,539 99
Fourth quarter of 1867.....	6,181 72
First quarter of 1868.....	6,790 64
Second quarter of 1868.....	7,821 98
Total amount paid.....	<u>27,334 33</u>

Amounts reported as due the steamers of the North American Steamship Company for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$123 52
Fourth quarter of 1867.....	135 18
First quarter of 1868.....	98 72
Second quarter of 1868.....	73 85
Total amount paid.....	<u>431 27</u>

Amounts reported as due the steamers conveying the mails between the United States and the West India islands for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$13,536 55
Fourth quarter of 1867.....	15,174 23
First quarter of 1868.....	19,697 88
Second quarter of 1868.....	19,179 82
Total amount paid.....	<u>67,588 48</u>

Amounts reported as due the steamers of the Honduras line for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$146 12
Fourth quarter of 1867.....	116 13
First quarter of 1868.....	151 69
Second quarter of 1868.....	168 63
Total amount paid.....	<u>582 57</u>

H. J. ANDERSON, Auditor.

[OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1868.





